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Santa Fe 3751

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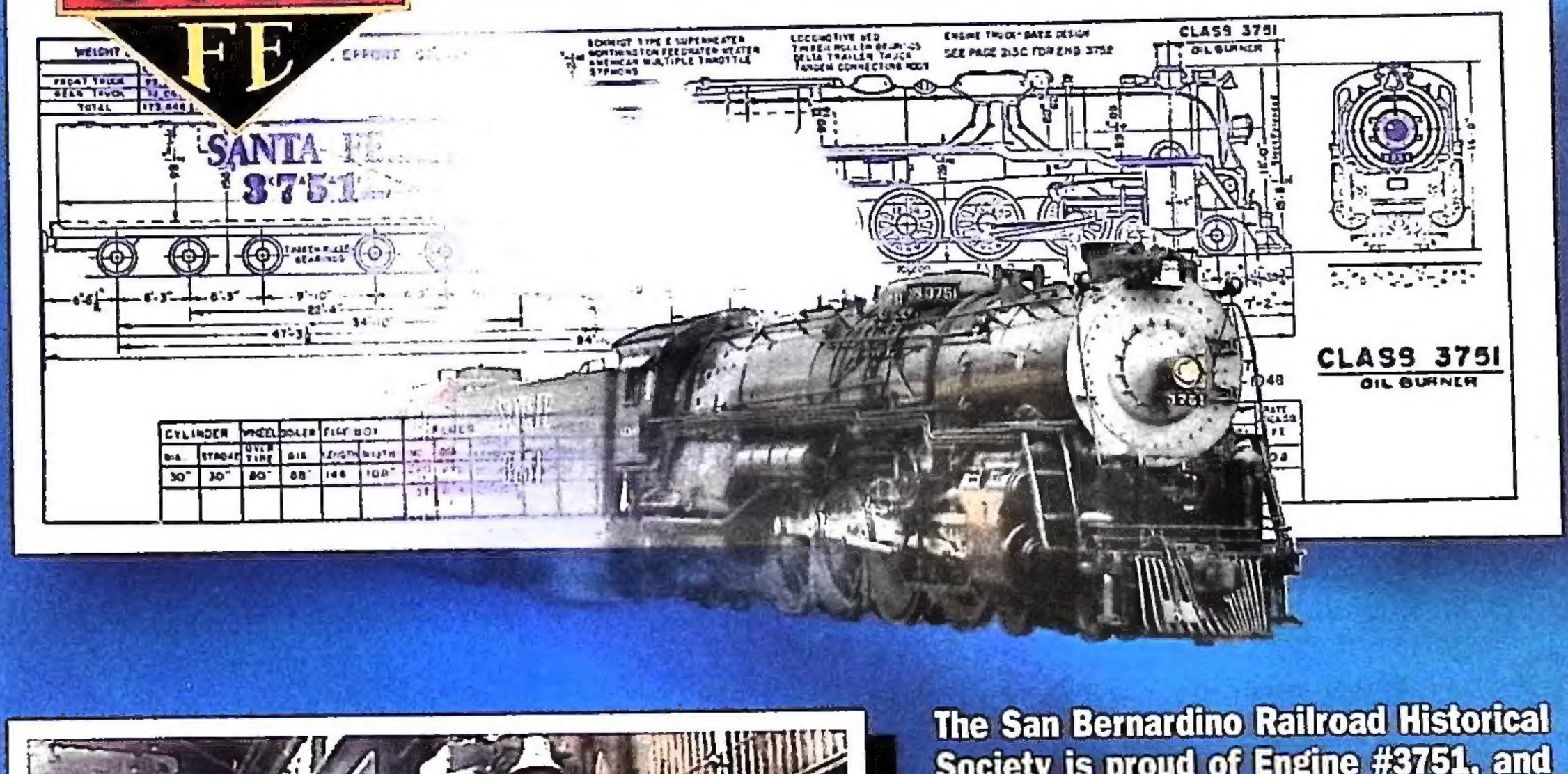

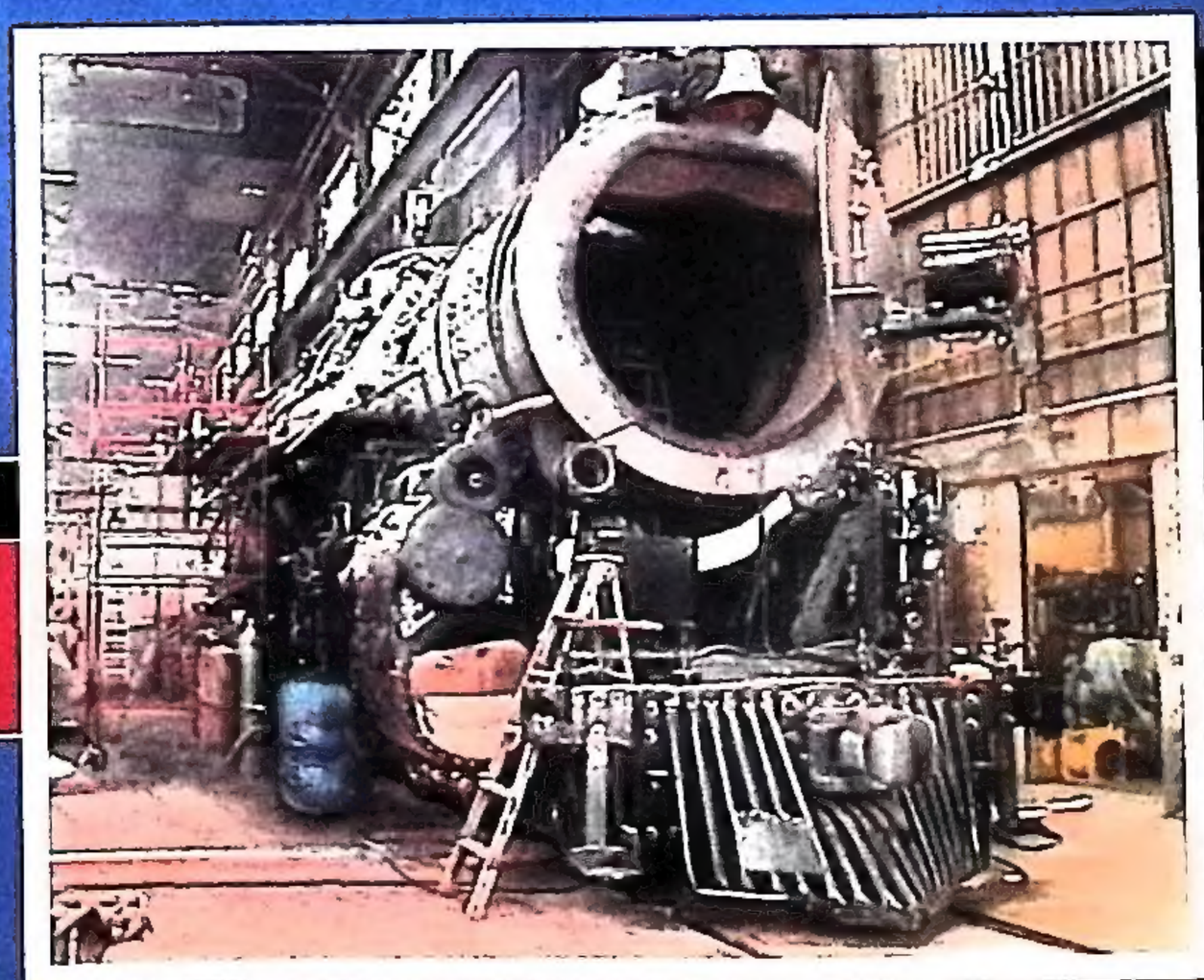

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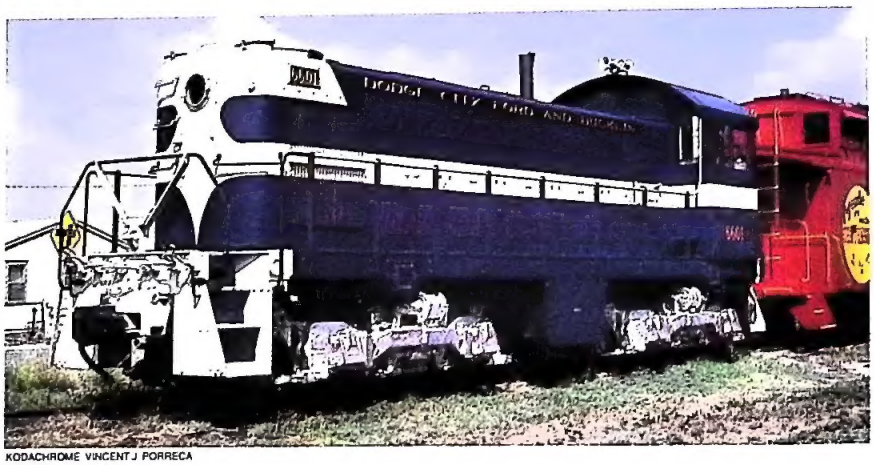
DANIEL McFADDEN

CHRISTMAS TRIPS were run across the Bangor & Aroostook system during three days in December. The annual event was an even bigger hit for 1991 because restored F3 502 was on the point. Complete with its Christmas wreath, the 502 and train were stopped at Oakfield, Maine, on December 8.

Railnews



KODACHROME VINCENT J. PORRECA

DODGE CITY, Kansas, hosts a little-known short line, the Dodge City, Ford & Bucklin. Alco S1 6601 was in DCF&B paint (**right**) on August 29, 1991. See page 42 for details.

KODACHROME: SBVR, DAVID W. CORBITT

POTOMAC EAGLE excursions on the South Branch Valley Railroad's rustic ex-B&O line in West Virginia are running with B&O GP9s like 6506, seen at work in December 1991. See page 42.

TP&W SPECIALS were run during December 14-15 with GP20Rs 2015 and 2017 leading Keokuk Junction Pullman *Chief Keokuk*. On the 15th, the train left Secor, Ill., (**below**). See page 40 for details.

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From the Publisher's desk: Favorite steam engines

As we make our way into this last decade of the Twentieth Century, it is amazing to observe how many steam locomotives are still preserved in museums and how many are out and running on main lines and tourist railroads. In the 1920s the Baltimore & Ohio pioneered in the preservation of early steam locomotives. They even recreated some very early power from scrapped switchers with very creditable results, which can be observed close-up at the B&O Museum in Baltimore today. The Pennsylvania and other roads collected larger steam locomotives which were displayed at the Chicago Railroad Fair, Parade of the Iron Horse, New York World Fair and similar events. These early engines, like the replica John Bull and 4-4-2 7002 at Strasburg today, recreated transportation history.

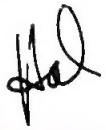
Railroads and private groups later undertook preservation and restoration of larger steam power. The Union Pacific never retired its newest 4-8-4, the 844, which is the only main line steam engine today which has never left the active roster of its original owner. The Reading operated a handful of T1 4-8-4s in the 1960s which were preserved and/or restored to service in the decades that followed. The Southern Railway retrieved its steam heritage from short lines in the form of Mikado 4501 and 2-8-0s 630 and 722. The Southern Pacific almost reluctantly embraced its own *Daylight* 4449 after the 4-8-4 was restored for use on the American Freedom Train in 1976. Private individuals and organizations were responsible for the restoration of NKP 2-8-4s and a 2-8-2, a Pere Marquette 2-8-4, an SP 4-6-2 and numerous other smaller locomotives. Sadly, many great loco classes were scrapped.

Other locomotives have been more fortunate. The steam cult grew as younger railfans discovered the thrill that these breathing, snorting dinosaurs imparted to the railroad scene. Steam locomotive trips were media events that brought good publicity. It is great seeing these magnificent machines of yesteryear hauling long passenger trains at speed. Jim Boyd's steam chasing adventure in California with Santa Fe 4-8-4 3751 is showcased in this issue.

We'll never forget seeing New York Central 4-8-4s speeding down the Hudson — and the only documented trip of one of those "Niagaras" coming down the West Shore. The NYC 6000s are probably my favorite 4-8-4s. I asked Boyd what his favorite steam locomotive is, knowing full well his affection for Illinois Central 4-8-2s.

His reply was bit surprising, as he noted that after spending four days watching a Santa Fe 4-8-4 go over Cajon and Tehachapi in 1991, how could he lament a long-gone Midwestern Mountain? In the past year he has seen in main line action 4-8-4s from the UP, SP and Reading; super articulateds from the UP and N&W and Van Sweringen Berkshires racing side-by-side as well as Pacifics of the SP and CPR. He even chartered a two-foot gauge Bridgton & Harrison 2-4-4T for a day. That kind of variety would have been a major accomplishment for any of us back in the late 1940s!

Boyd says they're all his favorites. As for me, I'll remember my NYC 6000s along the river or big Texas & Pacific 2-10-4s lumbering across the red Texas prairies. Perhaps memories of these great engines make them seem bigger and better than they were.



RAILFAN & RAILROAD

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Cover

On Monday, December 30, 1991, Santa Fe 4-8-4 3751 was striding into Summit atop Cajon Pass, where it would perform a photo runby. This was the fourth and final day of the 3751's first outing since retirement, a trip from Los Angeles to Bakersfield and return. Kodachrome by Steve Brown.

On the evening of Saturday, December 28, the 3751 was tied up at the Amtrak depot in Bakersfield and was the object of a night photo session conducted by Jim Boyd for about 40 photographers. Kodachrome by Jim Boyd.

To fully cover the restoration and initial operation of the 3751, the entire feature package in this issue is devoted to the 3751 and her fleet, with history and first-hand observations by Lloyd Stagner, Stan Kistler, Ted Benson and Jim Boyd, who each lend a different perspective to the story of steam's return to the Santa Fe.

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Fanmail

Medi-Flu's No.15

So glad you've taken notice of our Baldwin No.15 in the Medi-Flu commerical on TV (RAILFANNING IS..., page 14, February '92 R&R). It is Chehalis-Centralia Railroad Association Baldwin 2-8-2 15, built in 1916 as Puget Sound & Cascade 200 — and you have to look quick, that's for sure. Seems like a very miniscule exposure for about four hours of filming on a Saturday morning before assuming our regular schedule. The ad people wanted a shot of an engine exiting a tunnel, but they settled for a Baldwin Mike emerging from fog (artificial smoke) instead. It is a bit encouraging to see that the locomotive's image has made it into the second winter of flu ads. Not bad for an engine that spent 33 years in static display before undergoing an overhaul and a second career.

The 15 completed a third summer of weekend operation this fall and is currently in the Mt. Rainier Scenic Railroad's shop in Mineral, Washington, for winter maintainence. She's due to return to the Chehalis area (a 100-mile trip) in early May 1992.

HAROLD L. BOROVEC
Chief Mechanical Officer
Chehalis-Centralia Railroad Association
Chehalis, Wash.

Yellowstone memories

Your photo of the two DM&IR Yellowstones on page 65 of the February '92 issue brought back memories as I was on the other side of the track, and I may be in the picture. Was it really 31 years ago?

ARA MESROBIAN
Chevy Chase, Md.

Missabe corrections

Just finished reading the Missabe article in the February '92 issue and found a few errors I wanted to let you know about. Here they are as they appear:

The cover caption has 171 heading north — it should be south. Locomotives aren't really taxed hauling empties northbound over Saginaw Hill.

On page 53 the caption states that SD9 166 is "restored to its as-delivered paint scheme." The paint on 166 was not restored to the original livery. Actually its paint has to date back prior to the delivery of SD38s 201-208 in 1971. On the contrary, 166 is one of the most beat-up Missabe units I've seen to date. As reported in the April '91 R&R, it was SD9 129 that the DM&IR restored to the as-delivered livery.

On page 54 it states the North Shore Scenic Railroad as using only Budd RDCs. NSSR also uses ex-Great Northern SD45 400 (*Hustle Muscle*) and a Geep in excursion service.

On page 56 the ex-B&LE SD38 is listed as No.982 — it should read 892.

On page 57 units 209 through 213 are listed as SD38s. They are SD38-2s.

One last item, the Missabe rebuilds are listed in the article as "SD38Rs." The official Missabe locomotive roster lists these 1950-h.p. units as "SD-Ms." I suppose it is a matter of preference as to how a person would refer to these units.

ANDREW S. NELSON
Park Falls, Wisc.

Bamberger trolly poles

It seems that the men on the Bamberger Lines had considerable experience in running Brill Bullets backwards with the poles reversed. Can John Smatlak explain to us Sunday motormen how to put the wheel on the wire over the center of the car?

PAUL RITTERHOFF
Towson, Md.

Actually, the photo on page 64 of the January '92 issue seems to answer that question pretty well. It shows car 127 with its pole "reversed" and an especially long cord drap-

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ing over the side, long enough to reach to the normal "front" of the car where the motorman would have to stand to place the wheel over the center of the car — M.D.

Recalling the Bamberger

A Hamburger on the Bamberger — great Utah tradition. John Smaltak's articles on the Brills in January and February '92 issues were splendid. Utah had four great interurbans, in fact: the "Orem," the "Saltair," the Utah Idaho Central and the Bamberger. The Saltair and Bamberger were "fun" lines. The Saltair took us out to its namesake on Great Salt Lake, better known as the "Lady of the Lake." The Bamberger meant "Lagoon." Saltair provided a swim like no other and a world famous dance floor. Lagoon meant fun for the teenager, and there was no better way to get there than the Bamberger. Either way you went there was usually a hamburger or milk shake purchased in Ogden, Salt Lake or Lagoon. Most wonderful was the moonlight trip home, usually with some young lady you met at Lagoon. The cars had a pleasing swaying motion to them, accompanied by the *clickety-clack* of the wheels.

Alas, only the Saltair remains, and it is diesel-powered. But it has one commodity only: salt. Very profitable. One year they had a profit of sixty percent. No wonder they were able to support their beach trains and Saltair in such great style. But forces beyond their control spelled the end of the electrics and the dance pavilion. The lake almost dried up and the pavilion burned. The lake came back in later years, but by that time the railroad was nothing but a switching district.

As for the other lines, the "Orem" went in 1946 and the UIC a year later. Bamberger was more fortunate. It had two presidents, Simon and Julian Bamberger. Simon became Utah's governor in 1918, and Julian ran the railroad until his death. Then in 1952 the shops burned and they couldn't maintain the electrics any more. What a shock when I came home from the Navy in 1953 and the wires were gone. The railroad quit in 1958.

The Orem and the UIC were part of the same holding company. When things got tough, they went. The Bamberger, on the other hand, was a father-son operation. They both had a keen sense of stewardship. Every avenue of betterment was explored. That's why they bought the Brills, and they were something — cruised at 70 or better.

Interestingly, the winter of 1948-'49 was Utah's worst in history. For one week all traffic between Salt Lake and Ogden — highways, railroads, everything — were blocked. Everything but the Bamberger. Its cars rolled back and forth every hour.

I never rode the Brills. Every time I rode, it was a long weekend and there was a crowd. But I saw them a lot. Apparently they were used for mid-morning, afternoon or late evening runs. The service was wonderful.

Utah, like everywhere else, presently has its traffic problems. Wouldn't it be wonderful if all its electric trackage were still in service. Imagine a high speed double track line between Salt Lake and Odgen. But strange things are happening. They're now discussing a high speed line over the old Orem grade down to the Point of the Mountain. Well, Utah electric cars were a tradition from Logan down to Provo. They hauled everything from pigs to people.

But the electric's history might have been different. Until the mid-1920s the Bambergers corresponded with Colorado interests about finishing the Denver & Salt Lake. The "Moffat" never got west of Craig, and the Bamberger remained no longer than 36 miles. But had the plan come to fruition, all of Utah's electrics could have stayed in business. A lot of American history could have been different. Unfortunately, there were too few men like Simon and Julian Bambeger.

JOHN A. ELLIOTT
Helena, Mont.

Canfor 2-8-2 113

In the October '91 issue there is a short news item about Canadian Forest Products 2-8-2 113. Its reported heritage is incorrect on most every detail. The history of 113 is as follows: Alco c/n N61859 1920; Portland Astoria & Pacific 102, Vernonia, Ore.; Oregon-

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American Lumber Company 102(?), Vernonia, Ore.; Alberni Pacific Lumber Co. No.5 (ca. 1930s, reboilered 1938), Port Alberni, B.C.; H.R. MacMillan Export Company 1055 (1951), Chemainus, B.C.; MacMillan Bloedell 1055; Canadian Forest Products 55, later 113 (1953), Woss, B.C.

The 113 was in use from 1953 through 1976, it was displayed at Woss between 1976 and 1988, and it was returned to service in 1988. In the above history, the Oregon-American ownership is questionable.

JOHN A. TAUBENECK
Seattle, Wash.

Where credit is due

Regarding the truck photos in "Comparing the Bullets" in the February '92 issue, both photos have a credit line of "Historical Society of Pennsylvania." The top photo of the 89E2 should have been credited to "Duke-Middleton Collection" instead.

JOHN SMATLAK
Burbank, Calif.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg April issue available during all of March).

RAILFAN EVENTS

STOCKTON, CALIFORNIA, March 7. Winterail '92 at Scottish Rite Temple. The 14th annual show features multimedia slide presentations by noted rail photographers from noon to 10:30pm, plus a railroadiana sale and swap 9am-5pm. For all-day admission to both events, send payment of $16 per person and SASE to: Vic Neves, Winterail '92, P.O. Box 23721, Oakland, CA 94623-9991. Advance purchase by mail is strongly recommended. For admission to just the railroadiana sale, pay $3 at the door. For dealer table information send SASE to: Dave Stanley, Winterail '92, P.O. Box 30561-R, Stockton, CA 95213-0661. Programs will be presented by Ted Benson, Mark Hemphill, Alan Bellis, Dave Houston, Ken Meeker, Tom Moungovan, Don Olsen and Ken Rattenne.

RINGOES, NEW JERSEY, March 14. Mixed Train on Black River & Western to Conrail connection at Three Bridges and return with photo opportunities for runbys and switching moves. Depart 9:30am, return by 4pm. Fare $15, box lunch $5, seating limited. Send payment (VISA or MasterCard also accepted) with SASE to: BR&W, P.O. Box 200, Ringoes, NJ 08551 or phone: 908/782-9600 Tuesday-Friday.

WESTMINSTER, MARYLAND, March 14. St. Patrick's Day round trip party excursion to Thurmont on Maryland Midland's ex-WM trackage. Departs 7pm. Fare of $41 includes train ride, dinner, beverages and dancing. Send payment and SASE to: Chesapeake Division RRE, St. Patrick's Day Excursion, c/o Wes Vernon, 1605 Billman Lane, Silver Spring, MD 20902.

BOSTON, MASSACHUSETTS, March 21. "Sugartime Special" chartered train to White River Junction, Vermont, via Conrail and Central Vermont. Depart South Station 8am, additional boarding in central Massachusetts. Adults $55, ages 5-16 $40, lap babies free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; or phone: 617/361-4445.

MADISON, NEW JERSEY, March 21. Friends of the New Jersey Railroad & Transportation Museum 2nd Annual Symposium at Drew University Hall of Science Auditorium on Route 24. Twenty illustrated presentations covering state-wide efforts to create a railroad & transportation museum and various restoration projects. Members $15, non-members $30 (non-member fee includes a one-year membership). Contact: Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922; 908/464-9335.

SAVANNAH, GEORGIA, April 3-5. NRHS Spring National Directors Meeting at Desoto Hilton, 15 East Liberty Street. Tour of CSX signal shop and pre-civil war CofG roundhouse, plus banquet and meeting. Contact: Jim Phillips, 303 Windsor Road, Savannah, GA 31419.

HIGH IRON TRAVEL / YANKEE CLIPPER TOURS, P.O. Box 100, West Lynn, MA 01905 (617/581-0411), is sponsoring the following private car excursions.

April 4-5, Columbus-Bainbridge, Georgia, on Georgia SouthWestern with side trips to Smithville and White Oak, Alabama, $395.

April 11, Albany-Thomasville, Georgia, on Georgia Northern with side trip to Sylvester, $195.

June 27-July 5, "Explorers VI" marathon journey Minneapolis-Spokane on Soo Line, CP Rail and UP with side trip to Golden and Banff. Rare freight-only mileage in Rocky Mountain scenery including Crowsnest Pass and the breathtaking Spokane International route across the Idaho panhandle, $3550.

ALLAIRE, NEW JERSEY, April 11-12. Pine Creek Railroad Easter Express will run behind diesel power with Easter Bunny on board, noon-3:30pm. Train fare $1.50. Located in Allaire State Park, GSP Exit 98, I-195 Exit 31, P.O. Box 622, Allaire, NJ 07727-0622. For information phone: 908/938-5524.

LET'S TRAVEL TOURS, P.O. Box 2768, Riverside, CA 92516-2768 (714/787-8350), is sponsoring the following excursions out of Los Angeles escorted by Ed Von Nordeck:

April 14-21 and **April 28-May 5,** "Arizona Choo Choo" visits two short lines, the steam-powered Grand Canyon Railway and the new Arizona Central, as well as scenic attractions in-

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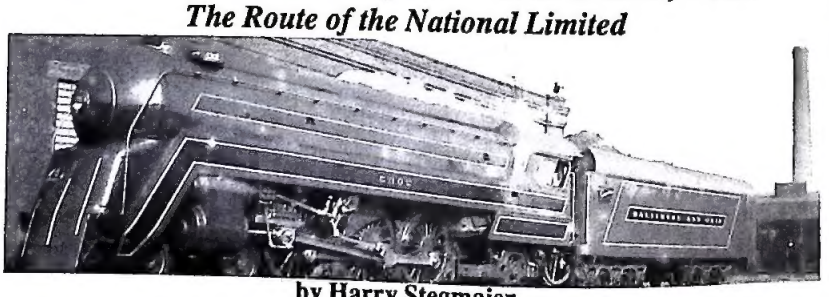

by Harry Stegmaier

This first of three volumes on the B&O's post-WWII passenger service will be ready in *late May/early June*. It's the history of trains on the mainline Baltimore and Washington through W. Va. and Ohio to Cincinnati and on to St. Louis. Chapter on each train includes history, consist notes, and illustrates the train and its amenities. 112-pages on heavy 100-lb coated paper. B&W and color photos, maps, diagrams, charts; softbound w/color cover. Retail $18.95 + $2.50- S/H - ***Pre-publication special through May 1992 - $15.95 + $2.50 S/H. Order today!***

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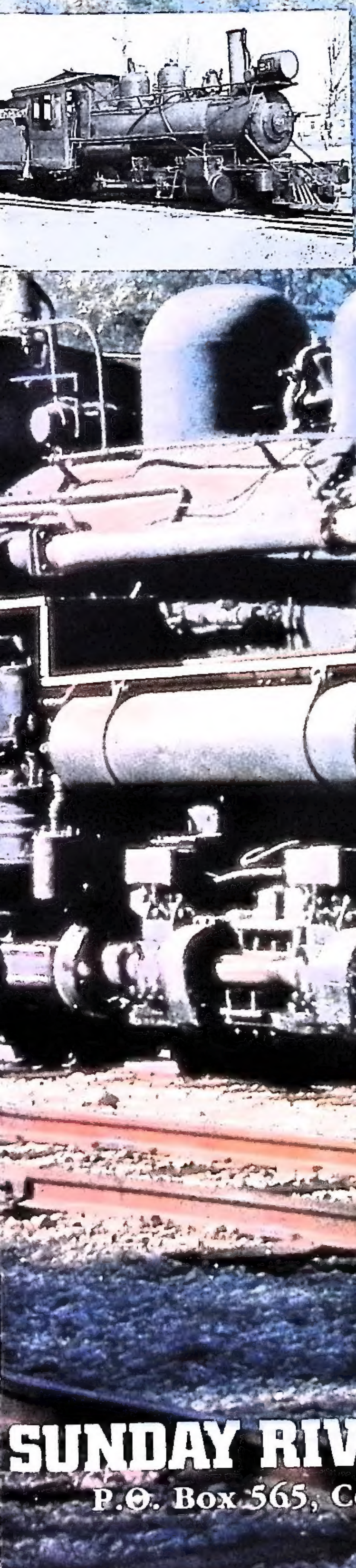

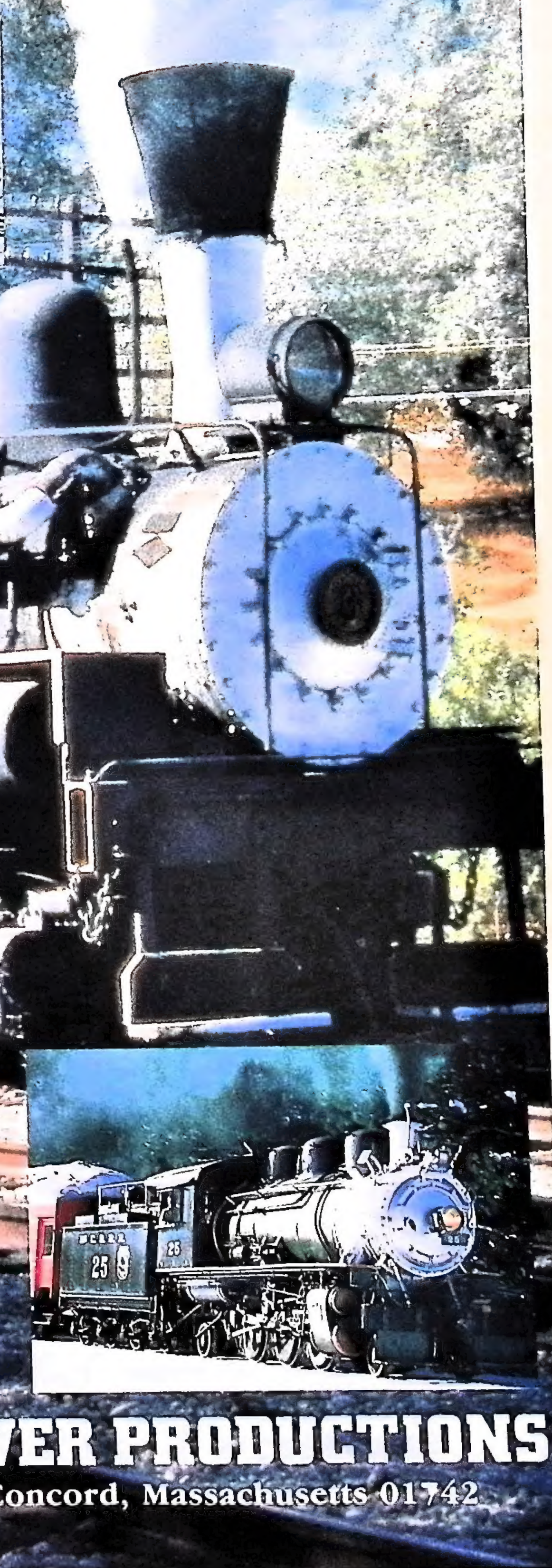

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May 14-17, "Cruise Weekend" aboard America's last unaltered steam-powered Liberty Ship with five-hour cruise on San Francisco Bay. Amtrak from L.A. $495 per person.

SAN FRANCISCO, CALIFORNIA, April 25-26. Streetcar Centennial with a parade of historic trolleys. Extensive service will be operated with historic cars on Market Street during the weekend. Additional historic car operation for the general public on Memorial Day, Fourth of July and Labor Day. For information phone: 415/552-3055.

FOX LAKE, ILLINOIS, April 26. Wisconsin & Calumet round trip excursion behind F-units to Janesville, Wisconsin, with photo runbys. Depart 10.15am. Coach fares $69 for one, $125 for two, $170 for three, $215 for four. First class lounge car $169, open platform business car $300 (both include brunch). Fares are fully-deductible donations. Order from: George Krambles Transit Scholarship Fund, Box 3187, Oak Park, IL 60603.

CHATTANOOGA, TENNESSEE, and ATLANTA, GEORGIA, May 1-3. Steam photography weekend kicks off with a night photo session on Friday at Tennessee Valley Railroad Museum in Chattanooga. Saturday: Chartered freight at TVRM with 2-8-0 610 making eight photo runbys. Sunday: Photographer's special out of Atlanta on New Georgia Railroad with A&WP 4-6-2 290 and 1950s consist making ten photo runbys. Tickets $60 for 610 trip, $195 for 290 trip, $245 for both trips. Contact: Steam Specials, P.O. Box 43054, Birmingham, AL 35243.

CASS, WEST VIRGINIA, May 1-3. Inaugural Weekend for the new connection to Old Spruce. Friday evening program and twilight run to Whittaker. Saturday inaugural run over the new connection with dedication ceremonies and photo runbys. Sunday run to Bald Knob on rebuilt track with numerous photo runbys. Weekend pass $65. Contact: 1-800/CALLWVA and ask for the Cass Scenic Railroad.

COUNCIL BLUFFS, IOWA, May 1-3. Katy Railroad Historical Society Spring 1992 meeting at Best Western Crossroads of the Bluffs Hotel. Railfan activities, models and Saturday evening banquet. Contact: Chris Cruz, 2716 S.W. Moundview Drive, Topeka, KS 66614; 913/272-8296.

OWEGO, NEW YORK, May 4. Railfan Day on Tioga Central featuring 1960s branch line passenger and freight trains with Lehigh Valley painted Alcos and caboose. Many photo stops and double runbys with both trains. Night photo session being planned. Train fare $22, night photo session $10, admission to both events $30. Send large SASE to: Southern Tier Division RRE c/o Tioga Central Railfan Day, P.O. Box 311, Binghamton, NY 13902-0311. Make checks payable to Southern Tier Division RRE.

ROMNEY, WEST VIRGINIA, May 16. Full-day round trip excursion to Petersburg aboard "The Potomac Eagle" on South Branch Valley Railroad with photo runbys. Coach $35, club car $49. Contact: Potomac Eagle, P.O. Box 657, Romney, WV 26757; 304/422-6069 or 304/822-7464.

DANBURY, CONNECTICUT, May 16. Farewell (?) to the Maybrook Line circle trip Danbury-Beacon-Mott Haven-Stamford-Norwalk-Danbury featuring New Haven FL9s with photo stops on the Hudson Line. Depart 10:15am, return 4:30pm. Convenient connections from New York available. Adults $45, 12 and under $25, 10% discount for seniors or groups. For tickets or information send SASE to: West Connecticut Chapter NRHS, c/o John Flower, P.O. Box 1042, New Canaan, CT 06840.

NIAGARA FALLS, NEW YORK, May 23-25. Luxury journey from New York behind Amtrak on open platform observation car *Blue Ridge*. Delicious dining onboard in both directions, with overnight stay at the Radisson Hotel in Niagara Falls. Additional boarding en route. Space is limited. $699 per person, double occupancy. Contact: Classic Rail Cars, 2612 Dewitt Avenue, Alexandria, VA 22301; 703/519-5230.

STEAM TRIPS TO AND FROM SAN JOSE for the NRHS 1992 National Convention (see listing below) will be powered by SP *Daylight* 4-8-4 4449 out of Portland, Oregon, and UP 4-6-6-4 3985 out of Cheyenne, Wyoming. The following schedules are *tentative* and subject to change. Groups sponsoring each trip segment are identified in parenthesis; addresses for each group are given below. Contact the appropriate sponsoring group(s) for details on segments you wish to ride.

SP 4449: July 18 Portland-Klamath Falls; July 19 Klamath Falls-Sacramento; July 20 Sacramento-San Jose; July 21-26 convention; July 27 San Jose-Sacramento; July 28 Sacramento-Klamath Falls; July 29 Klamath Falls-Portland. Send an SASE to: Friends of the 4449, P.O. Box 42486, Portland, OR 97424.

UP 3985: July 11 Cheyenne-Rock Springs (UPHTS); July 12 Rock Springs-Salt Lake City (PROM); July 13 layover SLC; July 14 Salt Lake City-Elko (PROM); July 15 Elko-Winnemucca (PROM/FRRS/CC); July 16 Winnemucca-Portola (FRRS/CC); July 17 layover at Portola; July 18 Portola-Sacramento (FRRS/CC); July 19 Sacramento-San Jose (CC); July 20-26 convention; July 26 San Jose-Sacramento (CC); July 27 Sacramento-Portola (FRRS/CC); July 28 Portola-Winnemucca (FRRS/CC); July 29 Winnemucca-Elko (PROM/FRRS/CC); July 30 Elko-Salt Lake City (PROM); July 31-August 1 layover SLC; August 2 SLC-Rock Springs (PROM); August 3 Rock Springs-Cheyenne (UPHTS). The sponsoring groups for 3985 trips are: (UPHTS) Union Pacific Historical & Technical Society, Union Pacific Railroad, Room 114, 1416 Dodge Street, Omaha, NE 68179; (PROM) Promon-

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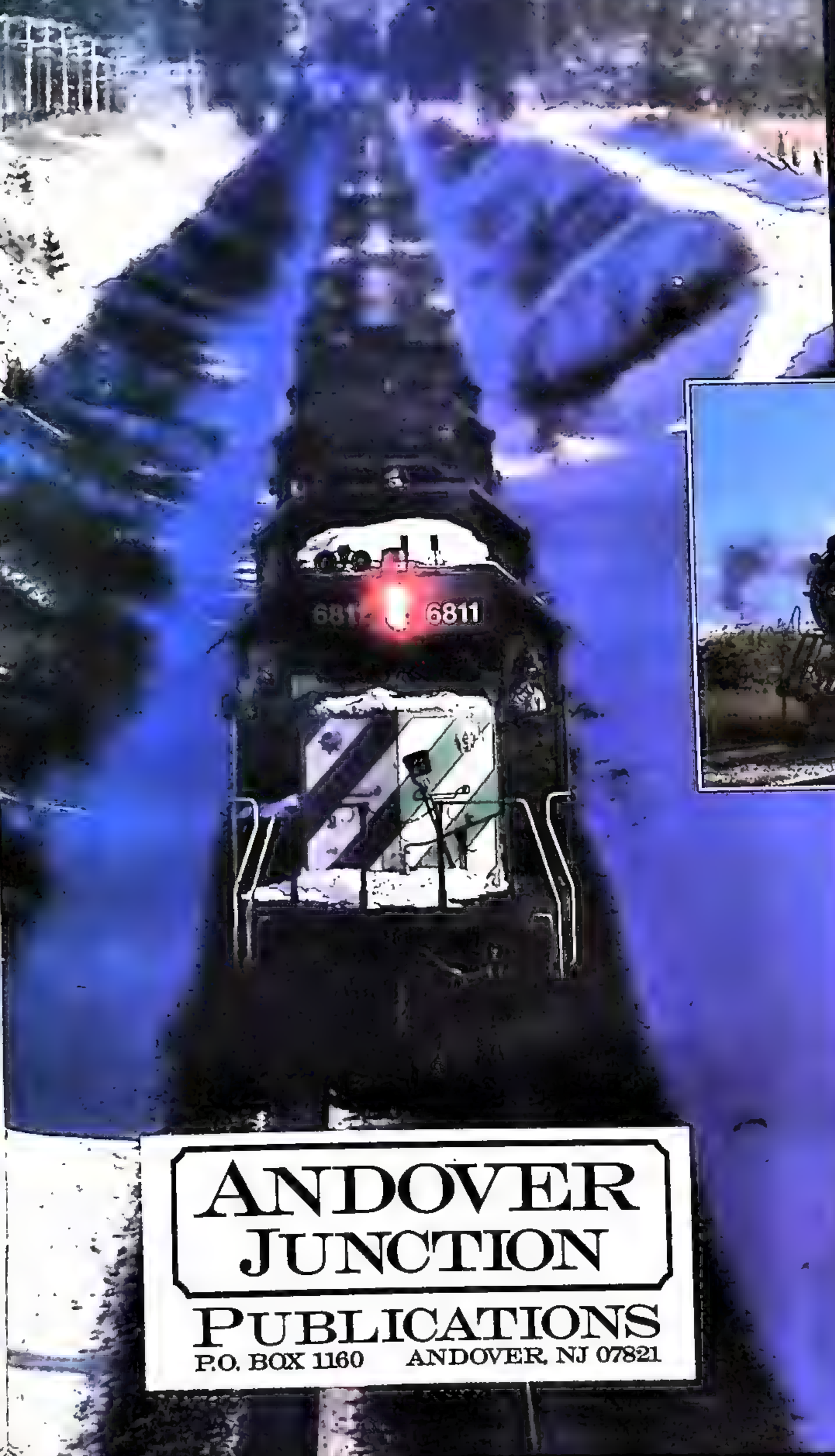

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6. "BLACK DIAMOND to GASPE' " 104 Min., $34.

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7. "THROUGH THE GUIDE" 115 Minutes, $34.

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ory Chapter NRHS, 1965 Lindsay Drive, Salt Lake City, UT 84116, FRPC Feather River Rail Society, Box 158, Portola, CA 96122-0158; Central Coast Chapter NRHS, P.O. Box 3650, San Jose, CA 95150-6501

SAN JOSE, CALIFORNIA, July 22-26. Central Coast Chapter NRHS will host NRHS 1992 National Convention. Activities will include Silver Car Visit aboard train powered by UP 4-6-6-4 3985 out of Oregon; or UP 4-8-4 4449 out of Portland. See listing above for details. The following is a preliminary schedule of convention rail operations. Photo runs are planned for all trips. For details contact: Central Coast Chapter NRHS, P.O. Box 3650, San Jose, CA 95150-6501.

Wednesday, July 22. 3985 San Jose-Stockton round trip via Altamont Pass.

Thursday, July 23. UP 4-6-2 2472 San Jose-San Francisco round trip with optional tour of Muni and vintage trolleys.

Friday, July 24. No trips, engines on display at San Jose, possible night photo session.

Saturday, July 25. 4449 San Jose-Sacramento round trip via Martinez, optional visit to railroad museum or ride on light rail system.

Sunday, July 26. 4449 San Jose-Watsonville Junction round trip.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by Locomotive & Railway Preservation, P.O. Box 599, Richmond, VT 05477 802/434-2251, and available for $8.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

INTERNATIONAL TOURS

MAIN LINE MILEAGE MONTH-LONG MARATHONS during 1992 in Australia, New Zealand, Canada and the U.S. Multiple daily runs, sleepers and diners included, prices from $1992 to $3992. For details contact: Trackpackers T-Rail Tours, 803 Kanuga Drive, Palm Beach, FL 33401; 407/TEL-TRAK.

GW TRAVEL LIMITED, P.O. Box 170, Altrincham, Cheshire WA14 2BZ, ENGLAND, (061/928-9410) is sponsoring the following tours:

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Champagne Express, August 21-24, London-Paris-Calais, steam throughout with luxury or no-frills options.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Portugal, early June, steam charters.

Jordan & Syria, July 4-15, famous Hedjaz steam charters.

Indonesia, August 1-17, sugar and forestry steam plus optional third week in Sumatra.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745) is sponsoring the following tours:

Steam in the Andes '92, August 15-26, steam in Ecuador up the Alausi Loops and Devil's Nose switchbacks.

Best of South America '92, September 24-October 24, seven gauges, 27 lines, 33 shop visits, 4200 miles and plenty of photo runbys.

RAILROADIANA MEETS

GREENBERG's Great Train, Doll House & Toy Show will be held at the following locations 11am-5pm. Admission $5; under 12 free with adult. For further information contact: Greenberg Shows, Sykesville, MD 21784; 410/795-7447.

King of Prussia, Pennsylvania, March 7-8, Valley Forge Convention Center.

Timonium, Maryland, March 21-22, Timonium Fairgrounds.

Hackensack, New Jersey, March 28-29, Rothman Center, Fairleigh Dickinson University.

Wilmington, Massachusetts, April 4-5, Shriner's Auditorium.

Burke, Virginia, April 4-5, Lake Braddock High School.

FORT WAYNE, INDIANA, March 14. Train & Collectible Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Buy, sell, trade. Admission $2, under 12 free, tables $10 in advance. Contact: Royce L. Hutchison, 7112 Bass Road, Fort Wayne, IN 46819, 219/747-4485.

BURNABY, BRITISH COLUMBIA, March 15. Western Pacific Model Railroad and Railroadiana Show & Auction at 4600 Canada Place Seniors Center; 9:30pm, 3874 Winston Ave., Burnaby, BC, V5A 2C5; 604/420-1660.

CHESHIRE, CONNECTICUT, March 17. Great Hall Train Show at Cheshire High School, 9:00-3:00. Admission $3, under 12 free. Contact: Tom Kusik, 7 Fern Place, Cheshire High School, Cheshire, CT 06410; 203/272-5243.

MANCHESTER (ST. LOUIS), MISSOURI, March 21. McDonnell Douglas Railroad Club Swap Meet at Greenfield Recreation Complex, 550 Nedmar Road, 10am-3pm. Admission $1, under 12 free, tables $12. Contact: Bill Holmes, 1402 Langham Drive, Florissant, MO 63031, 314/831-5884 after 6:00pm Central Time.

FRANKLIN SQUARE, NEW YORK, March 22, May 24 and June 28. P.P. Lines Train Meet at VFW Hall, 58 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Pierce Street, Franklin Square, NY 11010; 516/488-6658 or 516/775-4807.

MT. PLEASANT, IOWA, March 22. Train Show & Swap Meet at National Guard Armory on South Walnut, 10am-4pm. Admission $1, children with adult 50c, tables available. Contact: Richard Hood, 807-803 Jefferson Street, Burlington, IA 52601; 319/754-4979 10am-5pm or FAX 319/752-4827.

TIMONIUM (BALTIMORE), MARYLAND, March 22. Transpo '92 Transportation Memorabilia Show & Sale at Maryland State Fairgrounds, 10am-4pm. Admission $4, under 12 free. Lanterns, books, timetables, whistles, china, plus displays of photos, movies, videos and artwork. Contact: Jim Hutzler or Ira Reed, P.O. Box 10372, Alexandria, VA 22302; 703/998-2362 or 703/971-5630.

TAMPA, FLORIDA, March 28. 1992 Sunshine Railroadiana & Collector Association Annual Show at Sheraton Tampa East, 7401 East Hillsborough Avenue, half-mile west of state fairgrounds, 10am-3:30pm. Adults $3, under 12 free. Contact: Wes Coscia, 5127 Nashville Drive, Tampa, FL 33624; 813/960-2537.

MOUNT CLEMENS, MICHIGAN, March 29. Gratiot Valley Railroad Club Spring Swap & Shop at Clintondale High School, 15 Mile at Little Mack, Clinton Township, 10am-3pm. Admission $2.25, 12 and under free. Contact: Gratiot Valley Railroad Club, P.O. Box 214, Mount Clemens, MI 48043.

LONDON, ONTARIO, April 4. Forest City Railway Society's 18th Annual Slide Trade & Sale Day at All Saints Church, Hamilton at Inkerman, 1-5pm. Admission $2. Dealers welcome. Contact: Ian Platt, R.R. 3, Ingersoll, Ontario N5C 3J6; 519/485-2817.

KINGSTON, ONTARIO, April 4-5. Kingston Division Canadian Railroad Historical Association Rail-O-Rama at Portsmouth Olympic Harbour, 11am-5pm both days. Adults $3, seniors $2, children $1. Contact: Bill Thomson, R.R. 3, Bath, Ontario K0H 1G0; 613/389-9392.

BATAVIA, NEW YORK, April 5. Genesee Society of Model Engineers 26th Train Meet at Sheraton Batavia, 8250 Park Road (NYS Thruway Exit 48), 9:30am-3pm. Adults $3, students $1. Breakfast and lunch available, door prizes. Close to Conrail's busy ex-NYC main line. Contact: Marty Phelps or Max Stell, 8030 Lewiston Road, Batavia, NY 14020; 716/343-9472.

MILAN, OHIO, April 5. Vietnam Veterans of America Chapter 322 4th Annual Train Show & Swap Meet at Ehove Career Center, 316 W. Mason Road, 10am-4pm. Admission $2, 12 and under free. Contact: Dave Ballard, 23 Pearl Street, Norwalk, OH 44857; 419/668-2064.

GLEN ELLYN, ILLINOIS, April 5. 11th Annual Chicagoland Railroadiana Show at College of Du Page Athletic Building, 22nd Street and Park Boulevard, 10am-3pm. China, timetables, keys, locks and more. Admission $3, under 12 free. For table information send LSASE to: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631.

RICHFIELD, OHIO, April 10-12. International Watch Fob Association 28th Annual Spring Show at Richfield Coliseum Holiday Inn, 4742 Brecksville Road (Ohio Turnpike Exit 11). Watch fob displays, belt buckles, models, movies and more.

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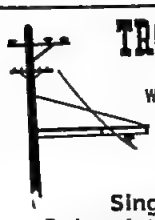

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BENNINGTON, VERMONT, April 11. Gateway Promotions' Bennington Railroadiana & Model Railroad Meet at Catamount School on School Street. 10am-4pm. Admission $3, under age 6 free. Contact: Neil Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

COLUMBUS, OHIO, April 12. Buckeye Railroadiana and Model Train Show & Sale at Ohio State Fairgrounds Lausche Building, 10am-4pm. Over 350 tables of railroad artifacts and train items for sale. Admission $4, under 12 free. Contact: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 216/755-1914.

LOCKPORT, NEW YORK, April 25-26. 6th Annual Railroad Showcase sponsored by Niagara Frontier Chapter NRHS and Niagara Orleans Model Railroad Engineers, 10am-5pm Saturday, 10am-4pm Sunday. Films, railroadiana, live steam and operating models. Contact: RRSC '92 c/o Bob Fogle, 26 Cherry Street, Lockport, NY 14094; 716/434-0213.

TOLEDO (MAUMEE), OHIO, April 26. Friends of Toledo Model Railroaders 11th Spring Railroadiana & Model Railroad Show and Sale at Lucas County Recreation Center, 2901 Key Street, 11am-4pm. Over 375 tables. Adults $2.50, children $1. Contact: Steven Scanes, 101 Hargrave Road, Toledo, OH 43615; 419/535-6935 or 419/536-1232.

SAGINAW, MICHIGAN, April 26. Saginaw Valley Railroad Historical Society 11th Annual Train Show at Knights of Columbus Hall, 2280 Williamson Road, 10am-4pm. Adults $2, seniors and students $1, under 10 free, tables $12 in advance, $14 at the door. Contact: Richard Bauer, 721 Stephens, Saginaw, MI 48602; 517/799-9292.

PEORIA, ILLINOIS, April 26. Illinois Valley and River City Railroad Clubs Peoria Train Fair at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, under 13 free, tables $7 in advance. Contact: Rick Dolanc, 4028 W. Hilmont, Peoria, IL 61615; 309/692-0882.

LITTLE ROCK, ARKANSAS, May 2-3. Arkansas Railroad Club 12th Annual Railroad Antiques & Collectibles Show and Sale at State Fairgrounds Hall of Industry, 10am-5pm. Admission $2 ($3 for both days). Contact: Arkansas Railroad Club Show, Box 9151, North Little Rock, AR 72119-9151.

WINSLOW, NEW JERSEY, May 3. Winslow Junction Scale Train & Railroadiana Meet at Winslow Fire Hall, Hall and Hay Streets, 10am-3pm. Admission $3, family maximum $5. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327.

LIVONIA (DETROIT), MICHIGAN, May 9. Redford Model Railroad Club presents Trainorama Extra at Eddie Edgar Arena, 10am-4pm. Admission $2.50, under 12 free with adult. Contact: Steve Johnson, P.O. Box 1174, Dearborn, MI 48121; 313/581-0356.

ST. PAUL, MINNESOTA, May 9. Twin City Model Railroad Club Railroad & Hobby Sale at Minnesota State Fairgrounds Education Building, 9am-2pm. Admission $2, under 15 $1, family maximum $5, tables $15 in advance. Contact: Twin City Model Railroad Club, Box 26, Bandana Square, 1021 Bandana Boulevard East, St. Paul, MN 55108; 612/647-9628.

DENVER, COLORADO, May 17. Golden Spike Enterprises 2nd Annual Denver Railroad Memorabilia Show & Sale at Denver Merchandise Mart, 451 58th Avenue, Exit 215 off I-25, 10am-5pm Early admission $15. Contact: GSE c/o Charles W. Miller, 3106 N. Rochester Street, Arlington, VA 22213; 703/536-2954.

PHOENIX, ARIZONA, May 17. Sahuaro Central "Everything Railroad" Spring Swap Meet at BCI Bingo Hall, 1210 East Indian School Road, 9am-3pm. Admission $2.50, reserved tables $12, tables at the door $15. Contact: Harold Shelton, 2337 West Stella Lane, Phoenix, AZ 85015; 602/242-0751.

FORT WORTH, TEXAS, May 24. Lone Star Train Fair at Will Rogers Memorial Center, 10am-5pm. Over 250 tables of railroad artifacts and model items. Contact: Terry Adams, 4220 Shannon Drive, Fort Worth, TX 76116; 817/732-2117.

Videos

BY MIKE DEL VECCHIO

Santa Fe 4-8-4s 3751 and 3759

The rebirth and debut of Santa Fe 4-8-4 3751 during the last weeks of 1991 sure sent that year out with a bang. The image of Baldwin's first 4-8-4 on native track was compelling enough to occupy all of the feature space in this issue, and one feature tape of the 1991 run was even received in time for review in this column.

If it is true that the "past is prologue," then Video Rails, 5076 Santa Fe Street, P.O. Box 80001, San Diego, CA 92138-0001, is certainly providing that prologue by offering **"Santa Fe 3759 Final Run Over Cajon Pass,"** the event which featured the *last* Santa Fe 4-8-4 to assault Cajon before the 1991 trip. Photographer J. Allan Hawkins filmed the February 6, 1955, "Farewell to Steam" excursion hauled by AT&SF 4-8-4 3759 which was brought out of storage for this last trip over Cajon Pass (described by Stan Kistler in "3751 and Me" and illustrated on page 59). We weren't able to obtain a copy of the Video Rails 3759 tape before press time, but considering Video Rails' past performance with transferring vintage 16mm color films into top-notch, well edited productions, "3759..." should also be a real beauty. It has been advertised as 60 minutes, $49.95 (the March '92 R&R ad offered a "Winter Special" of $29.95) plus $3.95 shipping (Calif. res. add 8.25% sales tax).

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New Arrivals

In addition to the December debut of AT&SF 3751, another late-breaking event of 1991 was the 25th Anniversary of the Southern steam program celebration held in Chattanooga, Tenn., by Norfolk Southern. **"Chattanooga Steam Reunion,"** from Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333, includes the activities featuring a trip with Southern 2-8-2 4501, the first locomotive to be used for the SR excursion program, and a triple-header with 4501, N&W 4-8-4 611 and N&W 2-6-6-4 1218. The show opens with the inbound excursion from Atlanta with 611 on a passenger consist and the simultaneously run excursion to Hollywood, Ala., with the 4501. The highlight triple-header ran to Ooltewah, Tenn., where 4501 cut off and completed its round trip to Cleveland, Tenn., and the 611-1218 continued to Atlanta with their excursion. The coverage of the excursions is complete, and the footage is primarily lineside. There is also a glimpse of Tennessee Valley Railroad Museum's SR 2-8-0 630 and their RSD1 8677 in new paint. The video quality and camera work is Pentrex usual superb, though the editing is slightly "long" in spots. As a bonus, roughly 20 minutes of footage has been added of the 25th Anniversary banquet including the historic speeches made by Amtrak President W. Graham Claytor, Jr.; NS Chairman Bob Claytor; former steam program manager Jim Bistline; former steam mechanic Bill Purdie and others. Touching was the speech by Marcus Merriman who spoke for his father Paul Merriman — the man who initially purchased 4501 from the K&T. Paul was in attendance, and he drew a standing ovation after Marcus' witty monologue. Hearing the stories and anecdotes about the involvement of each first-hand will be more significant in the long term than the 25th anniversary excursions. 40 minutes (without the banquet footage) $24.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

Few can argue that Pentrex, P.O. Box 94911, Pasadena, CA 91109, is the most active video producer in our field, and they have

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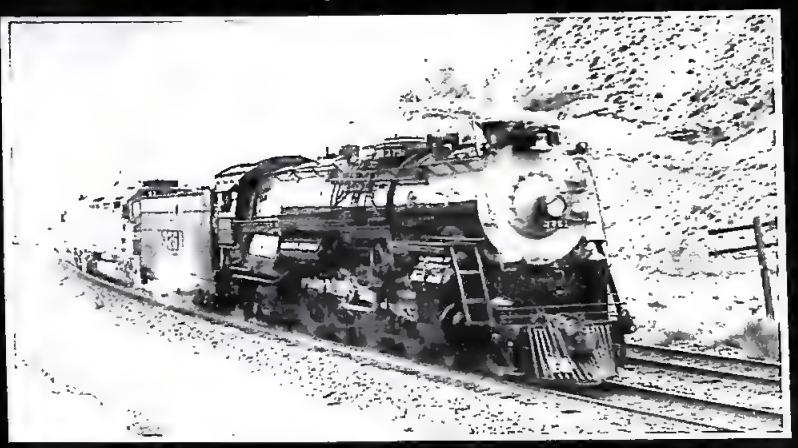

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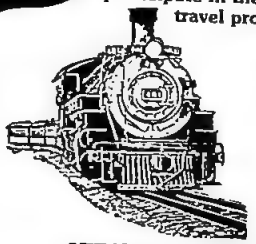

STEAM IN AUSTRIA - POLAND - HUNGARY
MAY 15 - JUNE 1

It appears that 1992 will be the last year of regular steam operation in Poland. Our trip will start with a steam special on Austria's Semmering Pass, followed by Mariazell narrow guage electric, Prag, Dresden for E. German steam Harz line, steam specials on Polish mountain lines south of Wroclaw, Krakow, Zakopane. Continue to Hungary for steam special, to Siofok, ending in Budapest.

ENGLISH RAILS IN SPRING
April 14-27

Relaxing visit to England staying in York and London. York Museum, Settle-Carlisle scenic line, Blackpool, North York Moors Ry, Severn Valley Ry, RH&D, visit to Chunnel display site, Isle of Wight. Free time in London.

SCANDINAVIAN RAILS
June 14-July 2

We will revive our classic first class rail and water excursion to the Arctic Circle. Fly to Copenhagen, ride Danish rail-ferry system. Continue to Stockholm, Silja Line ship to Helsinki, Finnish lake country, cross, Arctic Circle, Narvik, Bodo, Trondheim, Oslo, Flam and Bergen.

1992 NRHS SAN JOSE CONVENTION

Plan now to attend the annual NRHS Convention, July 22-26 in San Jose, California. Steam trips planned include UP 3985 to Stockton, SP 4449 to Sacramento and newly restored SP 2472 to San Francisco.

POST CONVENTION TRIP

On July 27, we depart for a two night stay in Reno to cover Virginia & Truckee at Virginia City and Nevada State Ry Museum at Carson City. Two nights at Ely to cover the Nevada Northern with steam and diesel specials. Provo to Denver on Amtrak via Moffat Tunnel. End at Denver on August 1 or continue on Colorado Circle.

COLORADO CIRCLE
August 1 - 9

Colorado Circle includes narrow guage Cumbres & Toltec Scenic RR, Durango & Silverton parlor car, Georgetown Loop, Ft. Collins street car, Colorado Railroad Museum.

FRENCH RAILS
October 17 - November 1

Our autumn tour of France will again concentrate on four night stays in Rennes, Toulouse and Nice, beginning and ending in Geneva. Ride TGV trains, day tour of Paris, Normandy Beaches, Mt-St-Michel, Carcassone, La Tour de Carol and the Spanish border.

GREEK RAILS
November 1 - 14

A circle rail tour of the rugged Peloponnese Peninsula with stops in Olympia, Kalamata, and Nafplia with an interesting mix of vintage motortrains, steam and ancient Greek culture. Three nights in Larissa to cover the northern narrow guage lines. Ends with five nights in Athens for sightseeing, rail interests and a three island day cruise.

For complete details, contact:

Overland Chapter, N.R.H.S.
1412 Twelfth Street
Moline, Illinois 61265

put together a **"Previews, Volume III"** including short segments of 34 programs either recently released or soon-to-be released. Intended as a promotion and kept at a reasonable price, the "Previews" are an inexpensive way to sample Pentrex' wares and get a look at many significant current events, similar to a "year in review" slide show in motion. Some of the subjects include the BN commuter E-units in Chicago; freight, passenger and rotary plow trains on the Cumbres & Toltec Scenic Railroad; the Shays at Cass Scenic Railroad; Montana Rail Link; Wisconsin Central; the not-often-photographed steam and diesel logging operations on Vancouver Island for Canadian Forest Products; Mexico's spectacular Copper Canyon and the last remaining North American railroad still operating steam only; the Santa Fe in Arizona and much more. The video quality is top-notch, and the show is properly narrated. 80 minutes, $19.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

"The Standard Railroad of the World," from Interurban Press, P.O. Box 6444, Glendale, CA 91225, is a television-style documentary about the Pennsylvania Railroad. Through the use of vintage black & white and color films, plus still photos, background music, narration and well-paced editing, the viewer is taken across the PRR. The best of the steam, diesel and electric locomotives are shown throughout most of the system (while diverse, the coverage is more biased toward the states of Pennsylvania and New Jersey). Most of this footage is rare, and some is among the oldest known to exist. Well known producer Bill Warrick has spent several years poring through miles of vintage films and data for this show. The video quality is professional, and the audio is both dubbed sound and background music. Though not technically perfect (an audio pop occasionally, differences in narration volume in one or two spots), Warrick has done a super job on this program — a show like this should be done on every railroad. 60 minutes, $39.95 plus $3.50 shipping (Calif. res. add sales tax).

"Trolley Tape," produced by Hi-Iron Railroad Videos, P.O. Box 155, Maspeth, NY 11378, recalls the days of trolleys by visiting five museums and trolley operations: the Shoreline Trolley Museum in East Haven, Conn.; the Connecticut Trolley Museum in East Windsor, Conn.; Penns Landing in Philadelphia; single-truck Birney car 21 operating in Fort Collins, Colorado, and the gasoline-powered Brill car operated by the Trolley Museum of New York on the Delaware & Ulster tourist line in Kingston, N.Y. Quite a bit of time is spent at each operation, and the narration points out significant examples, like the operating New Orleans car and the open Montreal chair car at East Windsor, the Brill Master Unit at Penns Landing, and that Fort Collins operation, which has got to be the closest thing to 1920 still running. The video quality and narration are professional, and the editing is more for the hard core. 50 minutes, $39.95 plus $3.00 shipping per order (N.Y. res. add 8.25% sales tax).

"Underground Trains Remembered," produced by On Line Video and distributed by North Eastern Atlantic Video Enterprises, Inc., 725 Market Street, Wilmington, DE 19801; 212/491-6708, is a documentary about London Transport's "subways." Often ignored by the British "gricers," LT has a deep heritage, and this collection of vintage and contemporary films has been compiled into a fine program. London Transport operated former-Great Western 0-6-0 tank engines, known as Panniers, retiring the last one on a work train in 1971. Some of the early LT electric equipment was manufactured in the U.S., and the history of London Transit and its "tube trains" parallels many U.S. systems The show looks at the different lines, follows abandoned rights of way and depots, discusses the different types of equipment used and more. There is even a brief look at the narrow gauge subway used in London only by the British postal service. This tape was produced in 1988, and some of the older footage is black & white, but most is in color. The narration is quite clear and understandable. American "juice" fans should have no trouble relating to the LT. 68 minutes, $40.00.

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"Steam to the Borders: Narrow Gauge Steam in East Germany," produced by Railfilms Limited and distributed by Goodheart Productions, P.O. Box 47131-R, Chicago, IL 60647, checks or money orders accepted, VHS only, 45 minutes, $40.00 plus $3.00 shipping (Ill. res. add 8% sales tax).

If you're tired of fantrip steam and wish to see "regular service" steam while you can, the most convenient, comfortable and inexpensive way is to visit the many narrow gauge railways in the part of today's unified Germany that was formerly East Germany. The newly freed citizens are friendly, prices are low, and English is widely understood.

"Steam to the Borders" recalls a tour of most remaining steam centres by Britain's Railway Travel & Photography Group during April 1989, just before German unification.

With excellent smoky photography, sound and minimum but useful narration, we sample the 273 kilometers of the Deutsches Reichesbahn's picturesque narrow gauge lines. Principal power is big (for narrow gauge), modern (1930-1950) 2-10-2Ts. But, amazingly, light power like 0-4-4-0T Saxon Meyers of the 1890s still haul freight and passengers on the more remote lines.

The narrator mentions that the future of these lines is in flux. Some lines will be dieselized, and others abandoned or sold to tourist promoters. After visiting these lines two years after the tape was made, I can verify that most lines still operate in steam, though their future is still being debated. In fact, one line shown to be using diesel power has been returned to steam.

The tape also gives glimpses of the DR's remaining main line steam locomotives. Though officially out of service for years, they still make occasional surprise visits on freight and passenger trains as well as fan-inspired cavalcades, even today. Incidentally, although Germany has been unified for

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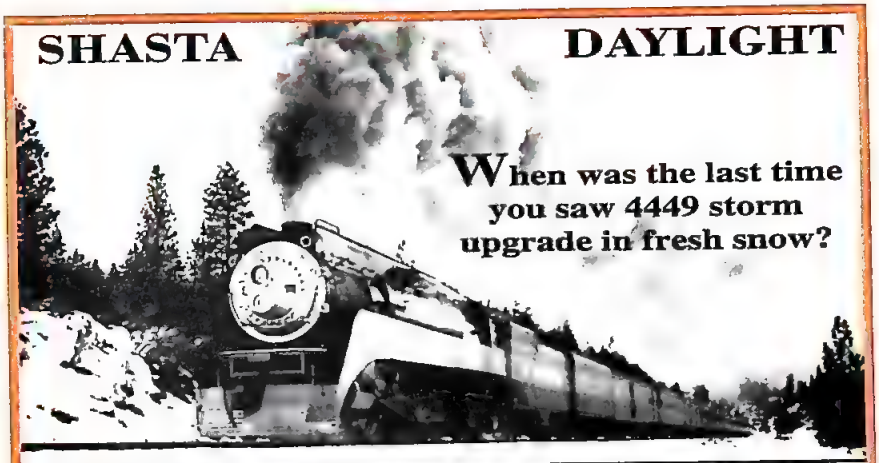
SHASTA DAYLIGHT



The spring snowstorm swept over northern California, ravaging highways and blanketing Southern Pacific's main line across the base of Mt. Shasta. Into the picture postcard setting roared 4449, enroute back to Portland after her appearence at Railfair '91. Our 4-wheel drive got us trackside just above Hotlam Trestle and our 60-minute videotape will take you there too! Listen...as 4449 comes off her slow order on the trestle and charges up the .7 percent grade at full throttle; watch as the 4-8-4 blasts by and accelerates around a sweeping curve, smoke plume suspended over the entire 10-car train in a sequence you'll view again and again. In August, 4449 returned again to the Shasta Route to pull excursions up and down the scenic Sacramento River Canyon in perfect weather! See how the 80-inch drivers of Lima's finest responded to the challenge!

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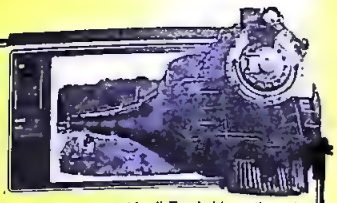

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two years, the two rail systems — DR in the east and the Deutsches Bundesbahn (DB) in the west — still remain independent, at least for the time being.

Steam to the Borders is not 4449 charging up Cajon Pass. But it is real steam shown in a real workaday world. It's an entertaining and informative tape, and, fortunately, the travel and photo restrictions mentioned no longer apply.

I wish I had seen this tape before visiting Germany. I suggest you do — TOM SAVIO.

"Santa Fe 3751: The California Limited," produced by Mark I Video, P.O. Box 404, Milford, NJ 07646; 201/261-8444 or 800/66-MARK1, VISA or MasterCard accepted, VHS or BETA, 86 minutes, $27.95 postpaid (N.J. res. add 7% sales tax).

No one could ask for a better closing to 1991 than to have a Santa Fe 4-8-4 storm over both Cajon Pass and Tehachapi Loop, twice, during the last week of December. Newly restored Santa Fe 4-8-4 3751 performed flawlessly on its four-day debut excursion between Los Angeles and Bakersfield, and the images on this distinctive California trackage were haunting and awesome. So impressive was this outing that all of the feature space in this issue of R&R is dedicated to Santa Fe 3751.

The folks at Mark I Video set out to record this memorable event, and they have done a fine job. In all, the footage from nine video crews was combined to present about as complete a picture as possible. With a train heavier than the tonnage ratings of the 3751-class in regular service, two red-warbonnet FP45s were added behind the 4-8-4 to boost on the upgrades and for dynamic braking on the downgrades. The use of the diesels was kept to a minimum, however, allowing the 3751 to do most of the work most of the time.

And work it did, as evident through the many angles of 3751 storming uphill through the curves and fills of Cajon Pass in a sequence that "dovetails" the train nearly completely around Sullivan's Curve and over the crest at Summit. The locomotive really put on a great show of plume as it began to bite into the Tehachapi grade near Mojave. The potentially-mundane drift downhill through Tehachapi Loop is spiced up with a between-the-rails shot adding a whole new element to the "over-'n'-under" concept. On the return trip from Bakersfield the many video crews were a great advantage as the drama of steam-versus-Tehachapis unfolded. A long steady climb, many tunnels and "horse shoe" curves got the 3751 to really perform — the speed of the drivers sometimes exceeding the speed of the train. And one can't help but think that the late Gerald Best himself orchestrated that spectacular departure from the photo runby at Summit. The tape isn't all runbys, either. There is high speed pacing out of Barstow and more pacing down Cajon Boulevard on the return, as well as some nice pans and night action.

The weather for the four days was everything from bright sunshine to driving rain and snow. All of the significant events of the four-day trip are here, and the tape sets many of the photos in our feature coverage into motion, like the scenes of 3751 reflected in the puddle at Bakersfield, blasting out of Tunnel 3 with the drivers slipping and the steam-cleaning of Tunnel 5 which covered the locomotives and crews in 35 years of diesel soot. The arrival that day into Barstow concludes with a fun chat with the steam locomotive crew covered with Tunnel 5.

The narration by Editor Boyd is interesting, to the point and not overdone, and the editing is very well-paced — the tape is long, but things are constantly moving, and there is a lot to show. The program was shot by pros and apprentices with Sony Hi8 cameras and a state-of-the-art Betacam SP and edited in Betacam SP for a very professional-looking final product. The $27.95 price (postpaid!) is very reasonable, too — M.D.

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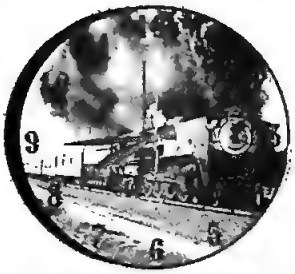

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BY BRUCE KELLY

What's New?

The popular *Compendium of American Railroad Radio Frequencies* by Gary Sturm and Mark Landgraf has undergone yet another change. Last year, the *Compendium* expanded from its compact 8½"×7" softcover format to an 8½"×11" softcover with type that was larger and easier to read. The new 1991-92 edition is a 208-page 5½"×8½" horizontal format softcover. Its biggest changes are found inside, with frequency listings arranged alphabetically by railroad (company name and reporting marks are in bold type). Each frequency is listed in a column on the left, and in a column on the right are their functions, beginning with the railroad's Channel 1 or equivalent and moving on through repeaters, PBXs and other radio services. The rear of the book contains listings for industrial operations, transit systems, museums and tourist railroads, plus railroads in Australia, New Zealand, Mexico, Sweden, Germany, Ireland and England. "Metro Areas" like Los Angeles and New York are given summarized listings of all the frequencies operating there. This is the most attractive and easiest to use version of the *Compendium* so far, but I think its loose, spiral-bound construction will amount to torn and dog-eared pages after heavy use, more so than occurred with the old compact version which was tightly bound in a heavy, plasticized cover. It sells for $14.95 from Gary L. Sturm, P.O. Box 80041, Fort Wayne, IN 46898-0041.

Celebrating the recent 25th anniversary of steam excursions on Norfolk Southern and predecessor Southern Railway is *Weekend Steam*, a 54-page 8½"×11" softcover which was available to attendees of the NS 25th anniversary steam bash at Chattanooga in November 1991. In addition to the 90 black & white photos there are 16 short stories by W. Graham Claytor Jr., Bill Purdie, Ron Flanary, Jim Wrinn and others covering the many highlights of the steam program, from its birth with Southern 2-8-2 4501 in 1964 to today's dynamic duo, N&W 4-8-4 611 and 2-6-6-4 1218. The photos themselves are credited to a who's who list of lensmen (John Gruber, Bill Schafer, Alex Mayes and others), some of whom were documenting Southern steam *before* the excursion steam program. From inside the cab to trackside, we're shown steam in action on Saluda, Blue Ridge and anywhere else the program led, plus past and present shots of the people who have been involved. It sells for $8.95 ($6.95 for Southern Railway Historical Association members) plus 50¢ postage from the SRHA Weekend Steam Offer, P.O. Box 33, Spencer, NC 28159.

There's yet another pictorial out on SP *Daylight* 4-8-4 4449. *4449 — The Daylight Decade* from Goodheart Productions is a 16-page 9"×11½" all-color softcover that looks back on the engine's most remembered trips from the 1980s. Although most of the focus is aimed at that decade, there's written coverage of the 4449's full history and photos of its initial restoration for the American Freedom Train of the mid-1970s. Dozens of color pictures take us back to see the *Daylight*'s trips to Louisiana for the World's Fair in 1984 (including a full-bleed centerspread showing the panoramic view of the bridge over Lake Shasta at Lakehead, California), to the Eagle Mountain Railway for the 1986 filming of "Tough Guys," to Wenatchee, Washington, in winter weather in February 1989 and finally to Los Angeles for the 1989 celebration of LAUPT's 50th anniversary. The spread on the L.A. trip is dominated by a large aerial shot of the 4449 racing UP 4-8-4 8444 up Cajon Pass. It sells for $7.00 postpaid (Ill. res. add 8% tax; Canadian orders add $1.00 postage) from Goodheart Pro-

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Lima Berkshires 765 and 1225 side-by-side east of Huntington,W.Va. Aug. 9, 1991 Photo: Ron Durham

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Canadian Railway Scenes No.4 is the latest of Adolf Hungry Wolf's compilations of short stories and photographs in softcover book form. On the front and back covers are color pictures of ex-CPR 2-8-0 3716 and 4-6-4 2860 doubleheading on BC Rail in 1988 and a steam helper (coupled among three cabooses) shoving a CPR freight up Manitoba's Minnedosa Hill in 1958. Inside are dozens of black & white photos illustrating small features by Hungry Wolf and others, covering such topics as the first and last days of the *Canadian* under both CP and VIA operation, rides on and remembrances of Canadian cabooses (including a ride over the Rockies behind A-B-A F-units), the last steam rebuild jobs at CN's Stratford Shops and the "Great Canadian Steam Railway Excursion" of 1988. The 64-page 8½"×11" album-format softcover sells for $14.95 plus $2.50 shipping from Good Medicine Books, Box 844, Skookumchuck, BC V0B 2E0.

In his previously released *Journal of a Santa Fe Wire Twister*, William Oliver Gibson chronicled his employment with the AT&SF's telegraph department between 1929 and 1958. He now covers his career from 1958 to 1974 in *Journal of a Santa Fe Wire Twister — Final Entries*, a 36-page 8½"×11" softcover. On the surface, this is merely one man's story from an obscure corner of railroading, but from that corner Gibson observed and played a role in many of Santa Fe's advancements during the steam-to-diesel transition. He recalls the installation of CTC over Glorieta Pass, tornadoes and 2-10-2s in Oklahoma and train travel all over the south central West. On the cover is a color photo of Train 3 (one PA and one coach) at Wellington, Kansas, in 1967, and inside are great black & white photos of a speed performance test run of U28CG 350, an F7 and F45 side-by-side at Winslow, a 4-8-2 and 4-8-4 storming through a sub-zero Kansas blizzard and much more. It sells for $16.50 postpaid (Neb. res. add tax) from South Platte Press, P.O. Box 163, David City, NE 68632.

In 1946, the Union Pacific accounting department compiled an inventory of everything the railroad owned (fixed plant, engines, cars and more) prior to starting its many post-World War II improvements. Now reprinted as the *Historical Inventory of the Union Pacific Railroad — 1946*, this wealth of information is presented in a ring-bound 8"×10" horizontal-format softcover containing more than 188 pages of district and division maps, alphabetical lists of stations, main lines and branches, timetable graphs for the entire system, listings of engine facilities, fuel and water stations, stock yards, "hog drenching stations," section houses, tunnels and much more. There are also detailed rosters for steam and diesel locomotives, freight and passenger cars and other equipment. Anyone who models, railfans or simply loves the UP needs this book, which sells for $22.00 plus $1.50 shipping (Colo. res. add tax) from Intermountain Chapter NRHS, P.O. Box 480181 Terminal Annex, Denver, CO 80248.

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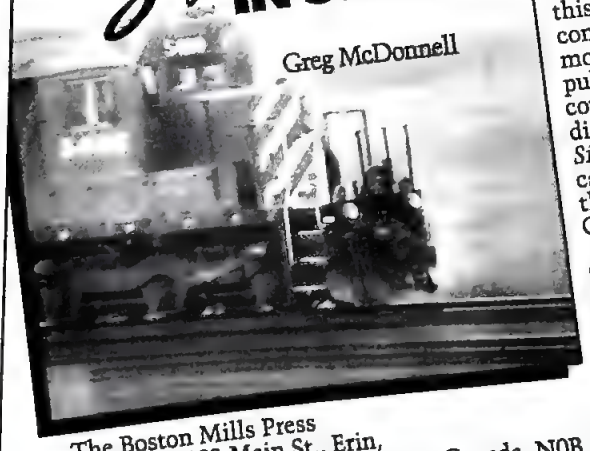

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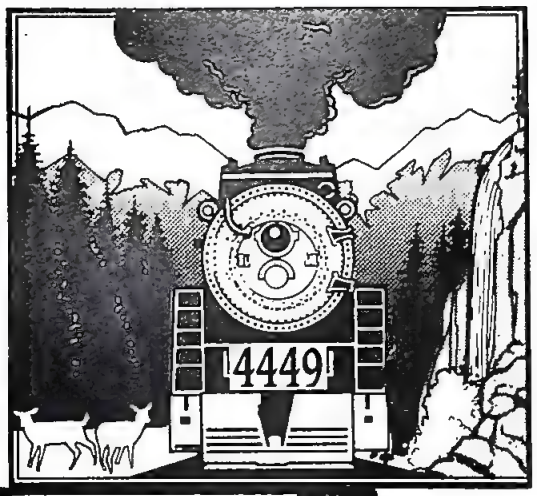

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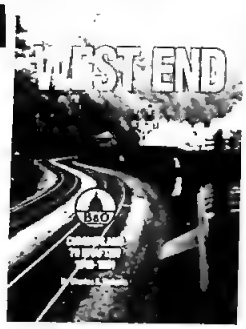

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The artwork of Gil Reid returns to the "1992 Amtrak Calendar," which features a full-color reproduction of the painting along with year-at-a-glance monthly date blocks on a single 24"×33½" vertical sheet suspended from a slim metal spine. As usual, the illustration commemorates Amtrak's train of the year, which for 1992 is the New York-New Orleans *Crescent*. What's *un*usual is that it depicts steam! Lined up side by side in the Reid painting are three generations of motive power on the *Crescent Limited* (its full pre-Amtrak name), from a green and gold Southern Ps4 Pacific to a Southern E8 to an Amtrak F40PH. One of Amtrak's classiest calendars ever, it sells for $5.00 from Amtrak Distribution Center, P.O. Box 7717, Itasca, IL 60143.

CEDCO Publishing's selection of 1992 railroad calendars includes the handy 5"×7" "Those Magnificent Trains 1992" datebook with plenty of space to jot down your rail-fanning plans on the week-at-a-glance pages. Every other page has a richly-printed color photo of steam, diesel, electric and traction subjects old and new with such scenes as Amtrak on Marias Pass, PE red cars in Los Angeles, CSX Fs in New River Gorge, Milwaukee Road SD40-2s at Avery, Grand Canyon 2-8-0 No.18 at night and much more. Leading off CEDCO's 12"×24" all-color foldout wall calendars is the "Those Magnificent Trains 1992" calendar, with big 11"×11" pictures of an SP GP38 leading a spreader up snow-covered Donner Pass, NYC Es on the *Twentieth Century Limited*, CN SD50Fs with coal in Fraser River Canyon, an NP 4-6-6-4 handling iced reefers in Montana and more. Rocky Mountain steam fans will enjoy CEDCO's "Colorado Narrow Gauge 1992 Calendar" for its selection of vintage shots by Richard Kindig, Irv August and others of Rio Grande Southern 2-8-0 No.42 taking water from the Dolores River in 1952, D&RGW 2-8-2s rolling pipe trains near Carbon Junction in the 1950s, C&TS rotary plow OY at Windy Point, the *Silvertons* meeting at Carracas with one led by D&RGW 473 in "Grande Gold" paint and more. For trolley fans there's the "American Streetcars 1992" calendar and its vintage, in-service color shots of such traction action as Denver Tramway 129 in its namesake city, Johnstown Traction 356 on a narrow residential street in its Pennsylvania hometown, Salt Lake & Utah combine 603, a Chicago North Shore & Milwaukee *Electroliner*, a San Francisco Municipal Railway double-ended PCC and Waterloo, Cedar Falls & Northern's rare open-end observation car 102 crossing Elk Creek Trestle in Iowa. Finally, for those partial to paintings there's the "1992 Howard Fogg's Trains" calendar, offering some of the acclaimed artist's best work. Subjects are as modern as Rio

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The "Louisville & Nashville Historical Society 1992 Calendar" folds out to 11"×17" with a nice selection of black & white photos. There are RS3s and an FA in the snow; J-4 Mikados in Florida, Kentucky and Tennessee; a combination of Fs, Alcos and Geeps pulling coal; Pacifics at Knoxville and in marshy Florida; four GP30s starting up the hill to Cumberland Tunnel; an SD35/C628/GP30 lashup rolling empty hoppers; a Clinchfield SD40 exiting the junction tunnel at Sinks, Kentucky, and A-B F7s leading piggyback trailers. It sells for $3.50 ($3.00 for L&NRHS members) plus $1.00 postage from Louisville & Nashville Historical Society, Sales Department, P.O. Box 17122, Louisville, KY 40217.

The highly historical content of the 12"×18" "Green Mountain Railroad 1992 Calendar" includes color cover shots of Rutland RS3s in 1955 amid fall colors and crossing the East Wallingford High Bridge. Inside are nice black & white views of Central Vermont 4-4-0 No.1; B&M's Bellows Falls station circa 1910; a 1915 mail train on the causeway at Riverside, Vermont; a B&M S1 and Rutland 2-8-0 together at Bellows Falls Yard; Rutland 4-6-0s and 4-8-2s; Green Mountain and B&M 4-6-2s and an overview of the engine terminal at North Walpole, New Hampshire, in 1962 with the Steamtown collection frozen in the snow. It sells for $7.95 plus $2.00 shipping (Vt. res. add 5% tax) from Calendar, Green Mountain Railroad Corporation, P.O. Box 498, Bellows Falls, VT 05101.

Offering past and present scenes from the Northwest is the 11"×17" "1992 Inland Empire Railroad Calendar." Printed in color on the cover flaps are restored SP&S 4-8-4 700 and BN's Pacific Pride GP38 2075, and printed in black & white inside are a Milwaukee Road 2-8-2; a UP Geep leading a Camas Prairie local toward the swing bridge near Kamiah, Idaho; Nez Perce 2-6-2 No.9; a UP F-M H16-44; Little Joes popping out of Milwaukee Road's Eagle Nest Tunnel; Washington Wood Preserving 0-4-0 No.1; an NP 4-6-6-4 on the multi-track viaduct in downtown Spokane; a GN E7 and NW2; Spokane International Train 1 behind a 4-6-0 at Sandpoint, Idaho; boxcabs on GN subsidiary Spokane, Coeur d'Alene & Palouse and a Spokane United Railways streetcar. It

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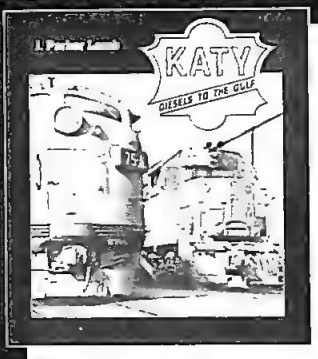

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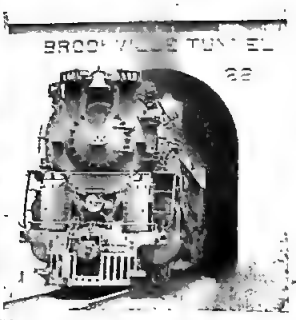

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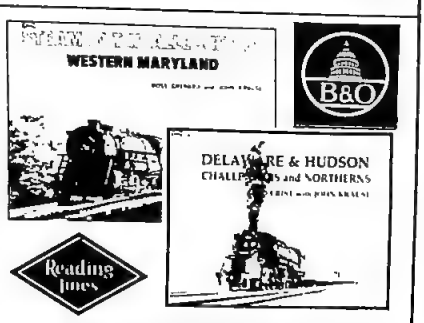

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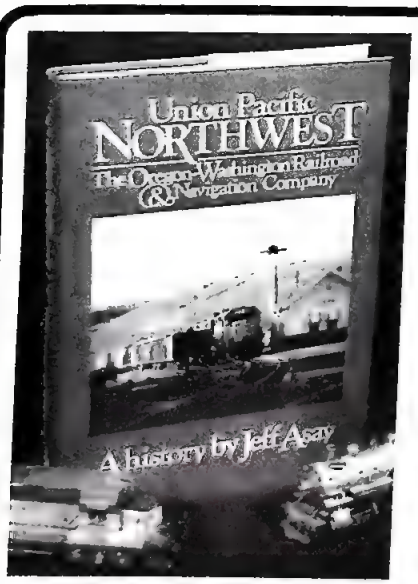
There are some sharp color reproductions in the 11"×17" "Potomac Chapter NRHS 1992 Railroad Calendar," mixing new and old subjects like Nickel Plate Berkshire 765; a Virginian 2-8-4; a Baltimore Transit deck roof trolley; Arkansas & Missouri RS1 20 at night; a Milwaukee Road steeple cab at Butte, Montana; Bessemer & Lake Erie F7s at Kaylor, Pennsylvania; B&O E8s at Silver Spring, Maryland; Cotton Belt 4-8-4 819; BN SD40-2s and an Oakway SD60 splitting semaphores on the Pack River Fill in north Idaho; an Amtrak Turboliner on the Hudson River; Conrail EMDs atop the Alleghenies at MG Tower; PRR 2-10-4s meeting in Ohio and the dome-observation on VIA's *Canadian* in the snow. It sells for $6.95 postpaid (Va. res. add 4.5% tax) from Potomac Chapter NRHS, P.O. Box 235-C, Kensington, MD 20895.

From the cabooses of Good Medicine Books comes the "Canadian Railway Scenes 1992 Colour Calendar," which folds out to 12"×18" with lunar phases listed in the date blocks (handy for planning moon-lit night photography). In nicely printed full color — sorry, *colour* — there are regular service and fantrip CNR 4-8-4s in the snow (6167 alongside an FP9A in one shot), a CPR S2, CPR Pacific 2426, a CNR 4-6-4, a CPR Mikado crossing the Nith River Bridge in Ontario, CPR steam and diesel power at Glen Shop in Montreal, a BC Rail M630 meeting 2-8-0 3716, CPR's *Canadian* on Ottertail Bridge, an over-and-under meet of CP and CN steam in Ontario and nighttime at the Algoma Central/CP Rail crossing in Franz, Ontario. It sells for $9.95 plus $2.50 shipping from Good Medicine Books, Box 844, Skookumchuck, B.C. V0B 2E0.

Orange Empire Railway Museum has released its 12"×18" "Great Days of Steam 1992 Railroading Calendar" and 12"×24" "Red Cars/Yellow Cars 1992 Calendar." The steam calendar combines great black & white reproduction with attractive design and lengthy captions. Subjects include a CPR Pacific; an Arizona & New Mexico passenger train outside Clifton, Arizona, at the turn of the century; a San Luis Valley Southern 2-8-0; an RF&P 4-8-4 at Four Mile Run, Virginia; a Santa Fe 4-6-4 along Oklahoma's Washita River; Sierra Railway steam at the Jamestown roundhouse; an IC 2-8-2; a PRR 4-4-0; an SP AC-10 Cab Forward on Altamont Pass; St. Clair Tunnel Company boxcabs arriving Port Huron, Michigan; Milwaukee Road's *Hiawatha* behind a streamlined 4-6-4; a UP 2-8-0 leading a mixed through the snow along Idaho's Payette River and ex-Nevada Central 2-6-0 No.2 on the Grizzly Flats Railroad. It sells for $6.95 plus $1.50 shipping (Cal. res. add tax) from Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92572-0548. OERM's "Red Cars/Yellow Cars" calendar offers vivid color shots of the interurbans and streetcars once operated by Pacific Electric and other companies in southern California. Among the scenes is a nocturnal meet of streetcars and buses in downtown Los Angeles, a PE "Blimp" on trackage above a PE bus, a PE excursion run at I Street Tower in San Bernardino (with photographer Chard Walker's famous Jeep *Diamond Lil* parked on the curb), today's Blue Line transit equipment approaching the old PE crossing at Amoco Junction and much more. It sells for $10.95 plus $1.50 shipping (Cal. res. add tax) from OERM at the address above.

Pacific Northwest Timetable

In the same style as its successful *California Region Railfan Timetable*, Altamont Press has published a *Pacific Northwest Region Timetable*, essentially compiling all the current employee timetables from railroads in Oregon, Washington and north Idaho into one handy 68-page 4¼"×11" softcover. Sections on BN, UP, SP, MRL and Camas Prairie contain timetable graphs for each main and branch line segment, with added details like tunnel locations and lengths, speed limits and talking defect detectors that aren't normally listed in such a concise format in official timetables. The "Special Instructions" section provides symbol lists for BN, UP and SP, plus radio frequencies and engine rosters for these three roads and the many short lines and regionals operat-



OUR LATEST! *Union Pacific Northwest* is the pictorial history of the Oregon-Washington Railway & Navigation Company. With 12 chapters, hundreds of photos and 35 maps, author Jeff Asay takes the reader from the beginning of steam navigation on the Columbia River to Henry Villard's entry into the local rail scene, the Harriman era, the Great Depression and the postwar period after WW II. The modern period, the advent of Amtrak and the impact of deregulation on the railroad and the region is also discussed in detail. **UNION PACIFIC NORTHWEST** is the result of over ten years' research with complete cooperation from the UP. It's a book fans of northwest railroads won't want to miss. This deluxe edition, beautifully printed and bound, features 336 pages in a vertical, 8½×11 format. **$54.50**

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by Jack A. Pfeifer

WEST FROM OMAHA features the superb color photographs of former railroader, Jack Pfeifer, taken during the late 1940's and early 1950's. Railroads shown include the UP, CB&Q, Soo, Mopac, IC, CRI&P, GN and Colorado narrow gauge. There are 208 pages and over 300 illustrations on heavy gloss art paper. An ideal gift! **$59.50** hardbound.

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ing in the Northwest. An insert sheet of current Amtrak schedules (which can be replaced periodically with updated sheets from the publisher) rounds out this vital tool to Northwestern railfanning, available for $11.50 postpaid from Altamont Press, P.O. Box 754-R, Modesto, CA 95353-0754.

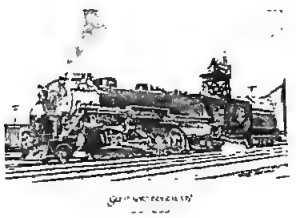
U.S. Rail Map

Last year, the folks at Railroad Information Service released a set of three separate wall maps which covered U.S. railroads in the western, central and eastern segments of the country. As a plus, the maps included major highways which are in close proximity to railroads, but the overall accuracy and artistic design of the maps was a bit rough.

Now, RIS is putting out a new wall map titled "Railroads of the Continental United States," which covers the entire nation on a single 36"×58" sheet with four-color graphics vastly superior to that on the earlier maps. There are no highways on this map, but the railroads (including most branches and short lines) and major rivers and lakes are shown in rather precise geographic detail. Routes used by Amtrak are highlighted in red, and the identifying marks for each line can be traced to the company's full name in an inset box which lists the more than 500 companies covered on the map. There are also detail maps of such major metropolitan areas as San Francisco, the Los Angeles-San Bernardino basin, Chicago, Kansas City, St. Louis, Birmingham, western Pennsylvania and eastern Ohio and the area surrounding Amtrak's Northeast Corridor from Boston to Washington, D.C.

Most of the map seems to be technically correct, but in its representation of the Pacific Northwest (a region seldom covered and highly misunderstood) there are a few blatant boo-boos. UP's Spokane International line is not shown in its proper alignment next to the BN north of Sandpoint, Idaho, and two lines which are being considered for abandonment or sale but are still in operation, UP's Wallace Branch and the legendary Camas Prairie line up Lapwai Canyon, have been prematurely omitted. With that in mind, it's odd that BN's ex-SP&S main east of Pasco, Washington, which has been basically closed since the late 1980s and is now largely torn up, is shown as intact while Oregon logging road OC&E, which curtailed business only a few months ago, is accurately shown as "out of service." These errors are so minute when compared with the whole map that they're of little significance to the majority of the country's railfans.

The "Railroads of the Continental United States" map would be both useful and decorative on the wall of your office or train room. It sells for $12.00 plus $3.00 shipping (foreign orders pay in U.S. funds and add $4.20 shipping) from Railroad Information Service, P.O. Box 1429, Georgetown, TX 78627. VISA and MasterCard orders may be phoned in at 800/788-6875.



GN 2507 Painting

The Northwest Railway & Locomotive Preservation Association is selling an 18"×24" print (image area measures 13½"×22") of a Mike Pearsall water color showing Great Northern 4-8-2 2507 under steam and in service. The picture itself is helping the scene to become a reality as proceeds are going towards the restoration of the real 2507, which has been on display for years in Washington's Maryhill State Park and is to be moved up the Columbia River to Pasco. The painting is nicely reproduced on smooth, glossy stock, depicting a close three-quarter view of the P-2 Class Baldwin Mountain in a yard setting. The *2507 Portrait* sells for $24.95 (Wash. res. add $2.05 tax) or as a signed and numbered edition for $49.95 (Wash. res. add $4.10 tax) from Northwest Railway & Locomotive Preservation Association, P.O. Box 7222, Seattle, WA 98133.

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Lloyd E. Stagner

The author of this month's feature on the history of the Santa Fe 3751-class 4-8-4s is a well recognized expert on steam in general and Santa Fe steam in particular. Permit him to relate his own history:

"My mother told me that since I was born, in 1923, within 100 feet of the main line of the Santa Fe Oklahoma Division, that it must have been the reason that I was a born railfan. After moving to Kansas in 1936 and graduating from high school in 1941, I worked briefly in the station department of the Missouri Pacific and Union Pacific before settling down with the Santa Fe on the old Western Division on June 1, 1942. Except for a three year hiatus with the U.S. Army between 1943 and early 1946, with overseas service in Italy, I was a "Santa Fe Man" until retirement in late 1979.

"I worked the gamut of station clerical positions at Great Bend, Hutchinson and Newton, Kansas, with more time spent as ticket clerk, a busy position during the days of Santa Fe-operated passenger trains. We had all of the streamliner fleet through Newton, and a lot of business. In 1968, I was promoted to input supervisor in the information systems department, and I traveled throughout Kansas and Oklahoma on the Middle Division. In 1970 a new IBM data system was implemented, and I was privileged to work at several stations between Joliet, Illinois, and San Bernardino, California, assisting the employees in getting acquainted with the new system. In 1972 I was transferred back to the operating department as transportation supervisor on the Middle Division and in 1974 began working various supervisory agent positions in relief until appointment at Enid, Ok., as agent in 1977, with a transfer to Dodge City, Kan.. the following year, where I ended my career. I recall Griff Crawford, a Santa Fe train dispatcher who wrote fiction in old RAILROAD Magazine, as saying he considered the Santa Fe to be the best railroad to work for, ride or ship freight on, and I felt the same way.

"Starting in 1934, I kept records of all steam locomotives that I saw on all railroads, and at last count it was about 6160 in the U.S.A., Canada and Mexico. I started reading RAILROAD MAN'S Magazine at the ripe age of eight years in 1931 and subscribed to *Trains* starting in 1941. I was somewhat late on the photographic scene, not taking railroad pictures until the fall of 1951 with b&w, and started taking Kodachrome slides in October 1956.

"I didn't get as much traveling done as I would have liked during steam's swan song in the '50s since I got only two weeks vacation per year. I did get on the Nickel Plate, B&O, NYC, Pennsy, GTW and N&W in the East, on the IC in Illinois and Kentucky, on the "Q" in Illinois and Nebraska and C&S in Colorado, and made many trips to the UP in Nebraska and Wyoming from 1953 to 1959. Made a couple of trips to Canada in 1958-59 and finished up my main line steam in Mexico in 1961, '62 and '63. Until 1953, the Santa Fe was my primary objective, although I did also get on the Rock Island and MoPac in Kansas. I didn't get out to the relatively nearby narrow gauge D&RGW until 1959, which was also the first year I rode a steam-powered fantrip — CB&Q 5632 from Chicago to Galesburg. Since then, I've ridden 80 steam powered fantrips, including 27 UP excursions starting with 844's first trip, November 20, 1960.

"I still get out for occasional photos, however, my primary objective is to collect as many records of steam era operations on all railroads as possible. These include train sheets, diagram books, mileage records, as-

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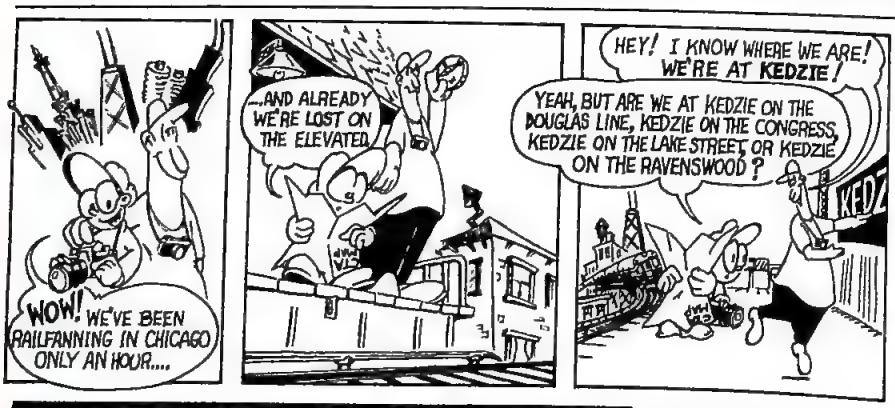
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"The late Dave Morgan encouraged me to write a story on the Santa Fe 2-10-4s in 1974, and since then I've written about seven other steam locomotive types for *Trains*. I published my first book, *Steam Locomotives of the Frisco Line* in 1976, followed by *Rock Island Motive Power* in 1980. My good friend Bob Malinoski ably assisted me with *North American Hudsons* in 1985. I am now on my fourth soft cover book with South Platte Press on the last days of steam on Kansas railroads.

"I took my last photos of Santa Fe 4-8-4s at Belen, N.M., on June 27, 1957, in service, so it is especially gratifying that due to the herculean efforts of the San Bernardino Railroad Historical Society that the 3751 is again running on Santa Fe rails. Could an old Santa Fe steam fan ask for more?

Stan Kistler

A native Californian, the author of "3751 and Me" was born November 26, 1930, in Pasadena, where his father was employed in the sporting goods trade. Stan's earliest recollection of an interest in trains occurred in 1936 while the family was living in San Diego and his parents took him to see Santa Fe's new *Super Chief* on display. Several train trips to Los Angeles to visit grandparents heightened his curiosity about railroads, and he recalls always asking to "go up and look at the engine." His maternal grandfather was a man of many interests who had, for a brief period in his youth, worked as an "engine wiper" for the Milwaukee Road in his native state of Wisconsin. When his grandparents would visit in San Diego, Grandpa could always be coerced into taking young Stan down to the Santa Fe depot at the foot of Broadway to watch the switch engines and the passenger trains coming and going. One of these forays led to an invitation up into the cab of a switch engine and a ride from one end of the yard to the other. From that point on, Stan was forever hooked on trains and railroaders.

Christmas 1940 was when Stan received his first camera, a Kodak Six-20 Brownie. After learning to use it on pictures of his family and pet dog, Stan always had the camera with him whenever he had the opportunity to be around trains. What better way to get to know these fascinating men who actually got to "run" the trains than to take a picture of them and give them a print? Railroaders of that era were, for the most part, sociable and friendly and anxious to share their experiences with a youngster obviously enthralled with what they had to say. A picture of a locomotive engineer in his cab always worked to break the ice and start a conversation. It most often included an invitation to come up into that cab and often a ride when officials weren't looking.

World War II broke out, and Stan's railroad picture-taking had to be curtailed due to wartime restrictions. He continued to visit the railroad facilities in San Diego and make new friends among the yardmasters, switch crews and enginemen working for the Santa Fe and the San Diego & Arizona Eastern. He had a front row seat, witnessing this time in history when the railroads were strained to the limit with the movement of men and materiel for the war effort.

The Kistler family moved back to Pasadena in early 1945, and it was at this time that a new neighbor got the young teenager enthused about developing and printing his own pictures. Seth "Doc" Nicholson was an astronomer at the Mount Wilson Observatory by day (or night, as the case might be), but he was also a Boy Scout troop leader and just a friendly, helpful man to the youngsters in the neighborhood. He taught Stan how to

Feather River Canyon

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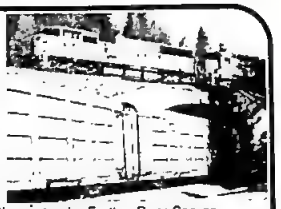

This tape features UP's spectacular Feather River Canyon Includes Keddie Wye, Williams Loop, Clio Trestle, Portola Railroad Museum, cab ride in Quincy Railroad Alco up 55% grade, plus 844-3985 steam doubleheader Color, Live Sound, narration $29.95 Post and duty paid to USA VHS HQ, Beta

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develop roll film in a dish and make contact prints in his kitchen at night. Soon, Stan was ready for the big stuff: enlargements! The first 5×7 enlargement he ever made was done in the darkroom of the Mount Wilson Observatory offices in Pasadena one night, under the supervision of a world-renowned astronomer.

The war ended in August 1945, and "V-J Day".was memorable for Stan in more ways than one. On that day he made his first of many trips to Cajon Pass in the company of two rail enthusiasts he had met at Pasadena: Don Yeager and Bob Kern. The restrictions on railroad photography had been lifted, and Stan began to make up for lost time by shooting hundreds of pictures of trains at Pasadena.

By 1946, photography was becoming more interesting all of the time to Stan. He wangled a part-time job with a local photo shop that had their own photo finishing darkroom. He took photo courses in junior college while working at this job after school, weekends and during summer breaks. He soon decided that photography would be a challenging and satisfying occupation to pursue.

His railroad photography entered another phase that same year when he was introduced to Frank J. Peterson. Before meeting Frank Stan had been making mostly "roster" views of steam locomotives, as he realized that they soon might become extinct. Peterson was a pioneer in the art of railroad action pictures from back in the 1930s. He invited Stan on trips with him to Cajon Pass or Tehachapi and showed him some of his favorite locations, instructing him in the art of composing railroad pictures for a pleasing balance of the train in its environment.

Stan joined the Railway Club of Southern California in 1947 and made his first trip on a private, chartered train in May. The train ran from Los Angeles to Calwa (Fresno) on the Santa Fe via Barstow, Mojave, Bakersfield and several freight-only branch lines in the southern San Joaquin valley. The coach fare was $13.00! John Ferris, the club organizer, took a liking to Stan and his photographs and used his pictures in several flyers advertising club events over the 15 years that followed. Many fine train excursions occurred during those years, and lasting friendships were cultivated, both among club members and working railroaders.

In 1949, at the urging of longtime friend Phil Middlebrook, Stan was accepted for membership in the Railway & Locomotive Historical Society. He has held membership in this organization continuously ever since. When the Southern California Chapter was chartered in 1953, Stan was among the first to join. He served as chapter excursion director in 1956 and was a member of the board of directors from 1959 through 1972, serving as chairman from 1960 through 1963. He still retains his membership in the Southern California Chapter as well as the Pacific Coast Chapter.

Stan has earned his livelihood in photography in one form or another since 1946. This includes freelance work as well as commercial photography and graphic arts. He worked for the California Institute of Technology (Caltech) in Pasadena for over 13 years and, lately, for the Grass Valley Group for over ten years.

His published works include co-authorship of "Santa Fe Steel Rails Through California," brought out in 1963, several illustrated arti-

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cles in *Trains* magazine since 1960 and more recently *Trains Illustrated*. He produced and marketed nine "LP" records of railroad sounds between 1958 and 1963. Hundreds of his photographs have appeared in railroad books, magazines and calendars.

A very pleasant and personable individual who is respected by fans and railroaders alike, Stan resides in a rural area of Grass Valley with his wife, Brenda. They have two daughters. Stan operates his own custom black & white photo lab in Grass Valley. ⊂

Camera Bag

BY JIM BOYD

"My" Slides

GUEST COLUMNIST: ANDREW S. NELSON

When I look through the classified sections of both this magazine and that of its arch competitor, I notice several listings for either original or duplicate slides for sale. And I also will occasionally send away for a list from those advertising in the classifieds and will sometimes buy from them. When wandering though aisles of tables at swap meets, I see several people selling slides and I will usually stop and check out what is being offered. But as general rule, I don't buy. It's not because what a seller is offering is inferior; it's for a different reason.

I see my railroad photography as a personal thing. When I look at the slides I have purchased or traded for, they don't mean as much to me as the ones I've taken myself — and I've bought and traded for some dandy slides. Recently, I received a list from a seller in Chicago who had some original Kodachromes of the Milwaukee Road for under $1.00 per slide, so I bought some. As it turned out, they were good slides. But now I'm wondering if I should've spent the ten bucks to acquire them. I wholeheartedly admit that my coverage of the Milwaukee Road is inadequate. Impecuniosity (I already looked it up; it means he was broke — J.B.) prevented me from pursuing the Milwaukee through Wisconsin, Iowa, Minnesota and Illinois during the first half of the 1980s, and I thought purchasing some of the stuff I missed would lessen my regrets for not getting out more before the Milwaukee disappeared. But it didn't, and the reason it didn't was because the sense of personal history was missing from those slides.

My slides are not only a history of the subject involved, but, and I know this sounds sappy, they are also a history of me. When I

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look back over the stuff I've taken, I can remember how I felt and what the circumstances were when I took any given series of slides, though some pictures evoke stronger reactions than others. A slide I bought of two Milwaukee Road SD40-2s at Savanna, Ill., can't begin to compare with one I took in August 1987 at Junction City, Wis., of some of the last "pure" Milwaukee Road GP38-2s to operate on the former Wisconsin Valley line. The chase, and a hairy one it was, involved in taking that slide is as indelibly inscribed in my memory as anything I've ever done.

Recently, I bought a great slide of a Fox River Valley SD24 leading a freight through Chicago's northern suburbs. For some reason, I have a thing for the FRVR's two SD24s, probably because they are the only two unaltered SD24s operating in the country today for a common carrier. I have a few decent shots of one of these units, but I figured if someone had slides of either of them for sale I'd buy, and I did. But once again the slide I received can't compare with one I took in the Green Bay area in July 1989. When I'm around the FRVR, the SD24s are usually where I'm not, so when SD24 2401 with a train from Manitowoc came creeping around the curve leading into North Green Bay Yard on that hot July afternoon, I was elated. I was also presented the challenge of getting as many action photos as I could in the mile between the spot I took my first picture and where the power was put away at North Green Bay. I took several, and when I was done I felt as if I had conquered something. Never have I had that feeling with a slide I purchased.

The same holds true for the slides I've traded for. I trade 25 to 30 slides per year with one of the finest photographers in the East. The stuff I've gotten in return for my offerings is at times humbling, but those slides, as good as they are, still lack what the ones I buy lack: personal history. Another example of this occurred recently when a

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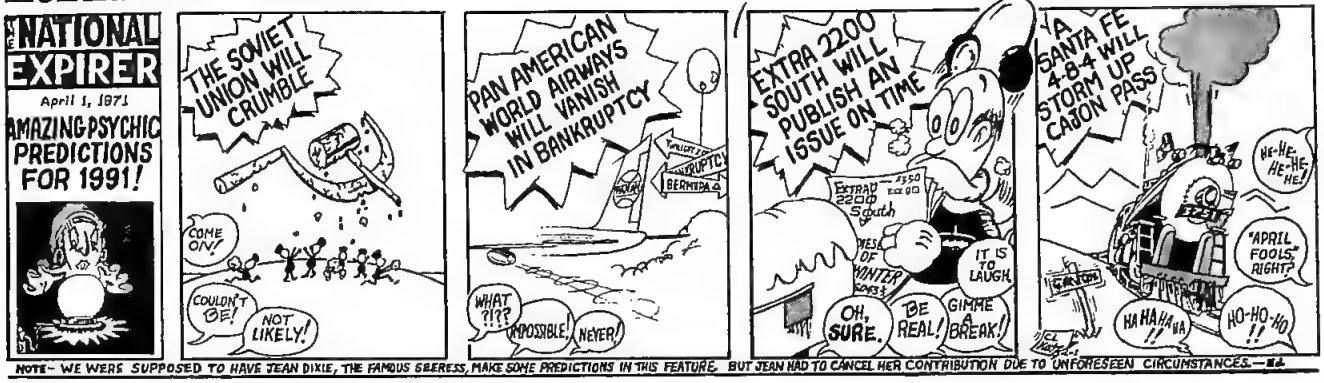
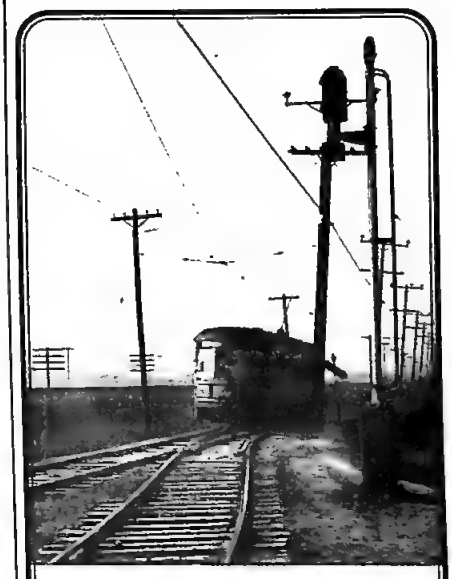


NOTE- WE WERE SUPPOSED TO HAVE JEAN DIXIE, THE FAMOUS SEERESS, MAKE SOME PREDICTIONS IN THIS FEATURE. BUT JEAN HAD TO CANCEL HER CONTRIBUTION DUE TO UNFORESEEN CIRCUMSTANCES.—Ed.

friend of mine honeymooned in south Texas and came home with some terrific slides. He wanted to trade some of his south Texas stuff for some of my slides taken in the Duluth/Superior area. I obliged him, but I was uncomfortable giving up my slides, even though all of them duplicated stuff I already had. The slides I received were good, but I have no personal connection with railroads of south Texas, so they don't mean much to me.

Now some of you will most likely take me to task for my position here. You would maintain that it doesn't make any difference who takes a slide, just as long as it is in one's collection and that the more variety you have, the better your collection. I suppose your position depends upon how you look at railroad photography. If your goal is to have a photo of every locomotive in a given class on a railroad's roster, then buying slides is a good way to fill in the holes in your coverage. Or if you are what I call an "armchair railfan," a person who can't get out much because of heavy family and job responsibilities, then buying slides perhaps is the way to go. Or if you happen to be one of those whose interest in a bygone era is stronger than your interest in the contemporary arena, buy away.

Railroad photography creates vicarious experiences for those who simply look at photos, as opposed to reliving real experiences for those who took them. My slide of two Green Bay & Western C424s accelerating across a snow-covered landscape near sundown on a November afternoon, or my slide of four Wisconsin Central units blowing lube oil skyward while dragging a 12,000 ton train upgrade or the slide I took of four Missabe SDs lugging a limestone train up Proctor Hill tend to get favorable reactions, some reactions stronger than others depending on a viewers ties with a given railroad or locomotive — but *my* reaction to these slides is even stronger. The guys watching can never attach the same sense of history to those slides that I can, just as I can never have the same reaction to a good slide I didn't take; I can appreciate it, but I didn't live it, and that's the difference. If you look at railroad photography the way I do — that it is as much a recording of personal history as it is a photographic documentation of a railroad — then taking your own is the only way to go.



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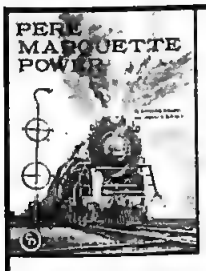

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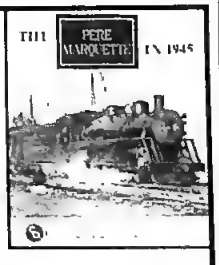

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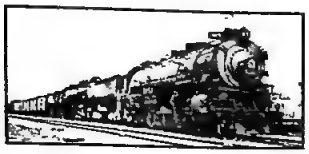

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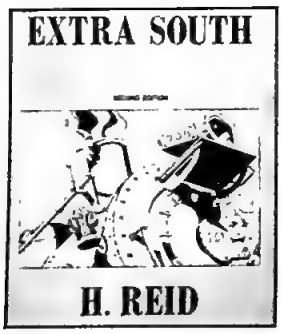

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Transit Currents

Duluth Depot

Jim Alain proclaims in a letter that the Duluth Depot Museum Trolley is alive and well. The museum uses an ex-Oporto car on what must be one of the shortest trolley rides in the world. Narrow gauge, it is about 1000 feet in length and runs from the lower level of the museum out to an open area along the tracks. There the car has its pole walked around (yes, it's a walk-around trolley), and heads back to the museum. The ride is free to those who are patrons of the Depot Museum.

What Jim didn't say is whether or not they run open cars in the middle of winter for those hardy Minnesotans from Lake Wobegon. Thanks again.

Conestoga Traction Birney

In the 1920s, the Birney Safety Cars roamed the United States by the hundreds. They were a sign that electrically-powered transit companies were trying to save money by using the one-man cars that, because of their light weight, were gentle on the electric power bills as well as the payroll.

Eugene Shulrak sent me a letter saying that the last known existing Birney Safety Car from the Conestoga Traction Company of Lancaster, Penn., is in the process of being restored by the Manheim Historical Society. So far, the good people at the society have put in over 1500 person-hours restoring car 236. The car was stored at the Landis Valley Farm Museum for many years, where it suffered from deterioration. Now with some help from the state of Pennsylvania, the owner of the car, the Manheim Historical Society has taken a 25-year lease. A $5000 donation from the Lancaster Chapter of the National Railway Historical Society has helped in this process. The society started on the restoration project and built a small shed in which to house the trolley. Sixty feet of track for the car to run on has also been put down.

Conestoga Traction 236 was built by the J.G. Brill Car Company of Philadelphia and saw service until it was retired in 1947. At one time, the Conestoga Traction had a fleet of 41 Birney Safety Cars in operation. Thanks again to Gene Shulrak for the news.

Washington Construction Delays

The Washington Metropolitan Area Transit Authority ran out of money to begin building the last 13.5 miles of its planned 103-mile rail system. The completion of nine stations is up in the air, including seven stations along the Green Line in Prince George's County and the District, the Red Line station at Glenmont in Montgomery County and the Franconia-Springfield station on the Blue Line in Fairfax County in northern Virginia.

What is needed is for the eight governments that support the transit system to agree to a proposal to spend a total of $2.2 billion to complete the remaining part of the system by the year 2001. Local governments would contribute $800 million, and the federal government would pick up the rest of the tab. A major problem is that the District of Columbia government isn't sure whether or not it can cough up the $120 million a year necessary for the construction beginning in 1994. The problem with the delays is that inflation and rising costs will drive up the expense of completing the system even more than at the present time.

Meanwhile, troubles with the high-speed elevators at the Metrorail Forest Glen station in Montgomery County continue. On one day in early November, five of the six elevators broke down at the start of the morning rush hour. Four elevators were running by 7:30, but the situation is disturbing to Metro management. New control systems are needed to assure that the elevators will not all go out of service at the same time.

The Forest Glen station is 20 stories below the surface and too deep for escalators. But the Washington Metro system depends on escalators for access for most people at most stations. Metrorail is now making a major effort toward improving the safety and reliability of the escalators.

Most visitors to Washington can figure out the rapid transit system pretty easily, but the combined efforts of the CIA and the KGB are necessary to decipher the Washington bus system. The 350 bus routes are going to see some sort of rationalization so that they will be more useful to all passengers and much easier to figure out. Thanks to Marion J. Zych for the information.

Metra's Capital Plans

Metra commuter rail service is a huge undertaking serving the six counties of northeastern Illinois. It embraces the formerly separate services of the Milwaukee Road, Burlington Northern (CB&Q), Chicago & North Western, Rock Island, Norfolk & Western (Wabash) and Illinois Central electric. There are nearly 500 route miles and 1200 track miles with more than 100 communities served at 233 stations, with five major stations in downtown Chicago. A typical seven-day week sees 3716 revenue trains operated

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Museum Trolley

by a fleet of 125 diesel-electric locomotives, 632 diesel-hauled bi-level gallery coaches and 206 multiple-unit electric cars. The fiscal year ending June 1991 saw Metra provide 270,000 trips on a typical weekday, or 71.8 million annual trips.

To keep this service running requires constant replenishment of capital and updating of the system. The Metra system has a reputation of being the best commuter rail service in the nation, and the agency has virtually rebuilt the commuter rail system from the ground up. In the plans for fiscal year 1992, Metra is negotiating contracts for the acquisition of 173 cab cars and the rehabilitation of 140 multiple-unit electric cars, all of which will be wheelchair-accessible. The latter effort is to conform with the federal Americans With Disabilities Act signed into law in 1990. Track and structure, including rail, tie and ballast renewal, along with a bridge renewal program, is another major item in Metra's budget. The work on the bridges is expected to last well into the 21st Century and will see an expenditure of over a billion dollars. To improve operations, a consolidated control facility is being designed. This is expected to bring together in one place control of all the rail operations. The 1992 capital program will also see the further renovation and modernization of both downtown and outlying commuter car yards and replacement and upgrading of all equipment.

Commuter stations will find some money aimed at them. Metra has begun the major rehabilitation of the Chicago & North Western station in downtown Chicago. The project is expected to take several years to carry out and will be done while the service provided for 50,000 daily commuters continues at the station.

All told, the fiscal year 1992 capital program will see $103 million spent, with the program for fiscal years 1992-1996 coming in at $446 million.

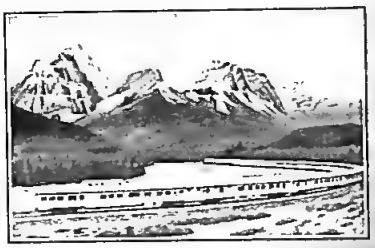
California Statewide Rail Pass

BART and Amtrak are working together to provide a new transportation hub in Martinez, California. BART will kick in

JAMES L. ALAIN

OPORTO CAR 531 from Portugal is shown on the Duluth Depot Museum's short, narrow-gauge line with the operator walking around the car to manually reverse the trolley pole's direction.

VIDEO



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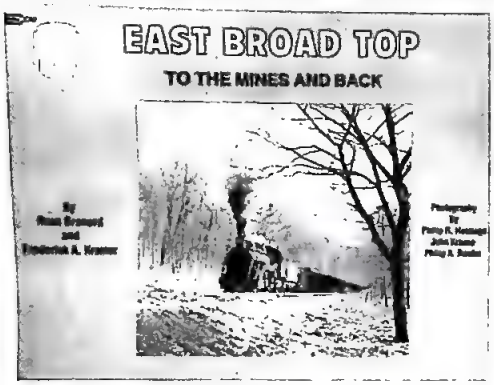

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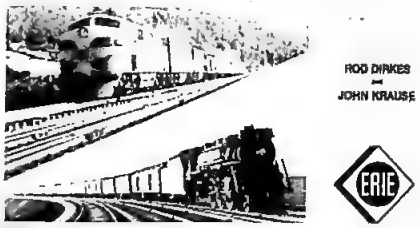

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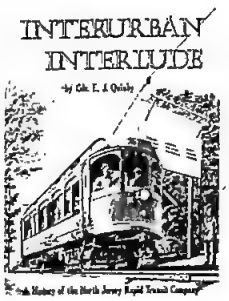

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about $2 million to build the new center, and BART feeder buses will also operate into the station. Amtrak already operates three more trips a day between Sacramento, Oakland and San Jose, and the joint station facility will provide a convenient transfer point.

The idea has also been bouncing around California state transportation officials for a single California pass. Both regular commuters and tourists could use the pass on the state's railways. A study concerning such an effort was ordered in legislation. The pass would be similar to the Eurail pass, which offers an unlimited amount of travel on a variety of rail services for specified periods of time.

Meanwhile, there were sufficient traffic headaches around San Francisco that regular meetings and symposiums have been held to discuss light rail. There are discussions, too, of the potential impact of additional rail services and the role that such service may play in the future development or redevelopment of neighborhoods.

Thanks to Harre Demoro and Tom McGarry for the news.

Orange Empire Museum

The Orange Empire Railway Museum (P.O. Box 548, Perris, CA 92572-0548) had a busy year in 1991. Extensive track replacement work was carried out, and much work was done on the fleet of railway and electric traction equipment at the museum site. The OERM has five track miles, of which four are exclusively trolley miles.

Saturday, July 27, 1991 was the date for the big summer evening trolley festival, which included a picnic with community barbecues and lots to eat. There were trolleys in operation at night. The Yakima Valley locomotive 297 operated a freight train on the main line along with passenger-carrying gondolas and several cabeese in tow. Also on the main line was Pacific Electric 717. OERM cars 1201, 665 and 3100 were featured in operation on the trolley loop.

OERM's Huntington Standard 525, of 1906 vintage, was moved to the Universal Studios backlot where it performed as a major player in the motion picture *American Me*. Because of a bad experience some years ago with outside movers, the OERM folks moved the car themselves after refurbishing it to its late 1930s appearance. The museum also supplied motorman Wally Richards. If you wonder about the power supply when you view the film, the overhead was fake and made of rope. The car was powered from a remote, silent generating unit with a long retractable extension cord.

When in the Los Angeles area, make sure to visit Perris and the OERM. It's a little more than an hour east of downtown, about 20 miles south of San Bernardino, but the trip is well worth the effort.

CTA Ironwork

The Chicago Transit Authority elevated structure is, in some places, well over 90 years old. All such structures require maintenance. J. Woodcock of Chicago brought to my attention an article running in an August 1991 Chicago *Sun-Times* issue questioning the speed with which the necessary repairs to the structure have been made.

The CTA is not alone in owning structures that need for replenishment of their capital, and much of this was beginning to occur through the 1970s. Unfortunately, the Reagan administration cutbacks in federal funding for mass transit delayed much of this necessary work. Things are looking brighter now. If any administration, be it state, local or federal, wishes to help kick the economy into a higher gear, capital improvements to transit and capital replenishment to older facilities are a good way to do it. Thanks again to J. Woodcock for the news.

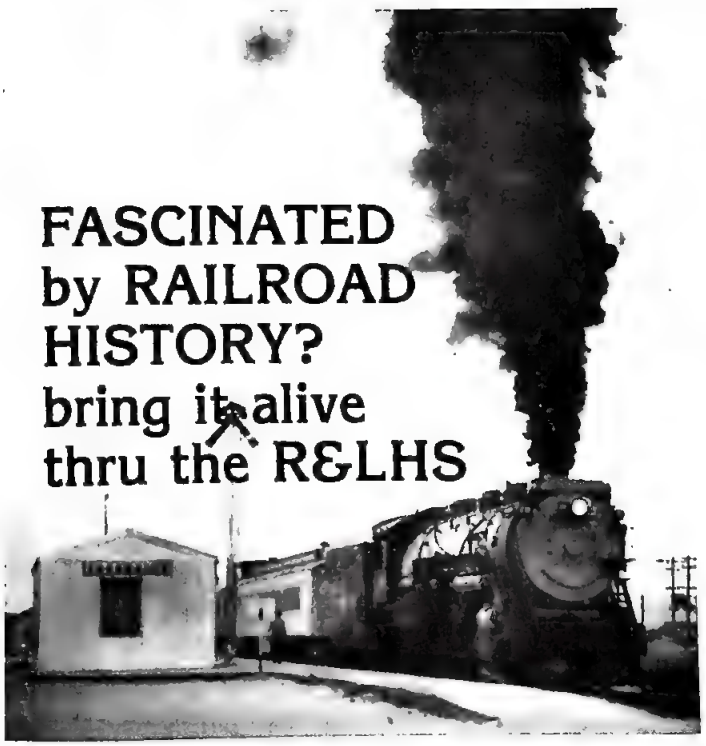
Flashes

November 8, 1991, saw the official **METROLINK** groundbreaking at Baldwin Park for the commuter railway line between San Bernardino and Los Angeles. There was a ceremonial removing of the track used by the Red Cars of the Pacific Electric as the renaissance of commuter rail began. Metrolink will install all new rail in the 57-mile commuter corridor. Stations will be at Rialto, Fontana, Rancho Cucamonga, Upland, Montclair, Claremont, Pomona, Covina, Baldwin Park and El Monte. The railway will be rebuilt for the service, which in its start-up phase in late 1992 will connect Los Angeles with Claremont at the very least.

There is talk going around of putting light rail vehicles once again on the **OAKLAND BAY BRIDGE** in the San Francisco Bay area. Originally, the lower level of the bridge was devoted to the trains of the Sacramento Northern, the Key System and the Interurban Electric Railway. The trains terminated in the Transbay Terminal in San Francisco. There is also discussion of faster ways into San Francisco from the East Bay area. BART takes a very roundabout route getting up to Richmond via downtown Oakland, and there is a possibility that some other rail lines could be added.

Douglas Duncan reports that there is a proposal to consider a monorail to provide service in the **LOMA LINDA**, California, area. Loma Linda would also be a potential site for a station serving the commuter rail service from Los Angeles, as well as the Coachella Valley and Imperial County area.

In the summer of 1991, the good folks at the **PENNSYLVANIA RAILWAY MUSEUM** Association line in Arden, Pennsylvania, put down 1500 feet of new track, which is all spiked and ready for ballast and alignment. Next to be done is installation of the poles to support the trolley wire and ballasting the track. Ballast isn't cheap. Crushed limestone costs $10.50 a ton, but that amount only covers about one and a half ties. If you are interested in helping, contact PRMA, Inc., P.O. Box 832, Pittsburgh, PA 15230; 412/734-5780.



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MILWAUKEE ROAD 4-8-4 261 The upper Midwest will soon have a native 4-8-4 back in steam. Milwaukee Road Class S3 261, owned by the National Railroad Museum in Green Bay, has been leased by North Star Rail (NSR) of the Twin Cities for overhaul. Built by Alco in 1944 and given to the museum in 1956, the 261 was found to be in "very good shape." The 261 has already been removed from display at Green Bay and is being prepared for movement to a restoration site in the Twin Cities via the Wisconsin Central Railroad. The most serious initial complication is that the Milwaukee Road removed the roller bearings from tender trucks and replaced them with temporary brasses before donating the locomotive. Similar tenders still exist, and NSR is exploring those versus having new roller bearings made. The restoration is expected to take roughly twelve months.

North Star Rail is a group of Twin Cities individuals who wanted to restore a locomotive for excursion service, and several locomotives were inspected. Financing has been secured for the complete overhaul, and excursion options are being discussed. Members of North Star Rail have experience in steam locomotive operation with such veterans as NKP 2-8-4 765 and C&O 4-8-4 614, and Gary Bensman's Diversified Rail Services has been contracted for the overhaul. The 261 is one of two Milwaukee 74-inch-drivered S3 "War Baby" 4-8-4s preserved, the other being the 265 at Illinois Railway Museum, displayed initially as "Old Smoky" in Milwaukee (it, too, lost its tender-truck roller bearings).

SOUTHERN 2-8-0 542 After many years of trying to obtain a Southern Railway steam locomotive, the North Carolina Transportation Museum at Spencer Shops has obtained Southern 2-8-0 542, which had been displayed on an isolated stretch of track in Tanglewood Park near Winston-Salem, N.C., less than an hour's drive from Spencer. In exchange, Spencer Shops replaced the 542 with Illinois Central 0-8-0 3525, cosmetically altered and previously displayed at the Museum as Southern 0-8-0 1894. The swap took place during November 1991, and both locomotives were moved by Norfolk Southern on their own wheels. Much of the cost of moving the locomotives came from the Winston-Salem Chapter NRHS and from a generous anonymous gift from a private individual. The Museum is greatful.

Southern J-class 2-8-0 542 (56-inch drivers) was among 90 built by Baldwin in 1903. Of several hundred 2-8-0s owned by the Southern, 542 is the only remaining J-class, and SR records show that 542 was a regular Spencer-based engine. The locomotive is presently stored indoors pending removal of its asbestos lagging. With a goal of operating the 542 in time for the 100th Anniversary of the Southern Railway in 1994, the Museum is raising funds for the estimated $200,000 restoration. Tax deductible contributions may be made to the North Carolina Transportation Museum, P.O. Box 44, Spencer, NC 28159.

FRIED GREEN TOMATOES Former Atlanta & West Point 4-6-2 290 played various roles during last year's filming of *Fried Green Tomatoes*, the new Universal dramatic comedy which entered the theaters during January 1992. Taking a break from its normal duties with the New Georgia Railroad's trips out of Atlanta, the 290 was filmed at Juliette, Georgia, in late June 1991 on ex-Southern Railway track. The 4-6-2's tender and accompanying 1920s passenger consist were lettered "Tallahassee & Albany" in old Pittsburgh & West Virginia style markings. The town of Juliette was rebuilt by the studio into a mid-1920s Alabama village with the old Southern depot moved back from a nearby farm and rebuilt as the "Whistle Stop." Then in July, the 290 hauled a freight train in scenes filmed at Senoia, Georgia, lettered as "Mobile & New Orleans 526" with long strings of backdated freight cars. The multi-million dollar production features award-winning actresses Jessica Tandy, Kathy Bates and Cicely Tyson — MALLORY HOPE FERRELL.

PENNSY RESTORATIONS During November 1991, the Railroad Museum of Pennsylvania's ex-Pennsylvania Railroad GP9 7006 was restored at Conrail's Juniata Shops in Altoona. Built in October 1955, the unit had been among the first of 270 PRR GP9s. The locomotive was donated to the museum in 1985 by Conrail and was on display until this year in its Conrail blue paint. Due to weather-caused deterioration of the GP9's exterior, the museum paid to have the unit restored to its original appearance using Imron paint and original PRR diagrams lent by the Railroad Museum of New England.

Also in the fall of 1991, volunteers at the Railroad Museum of Pennsylvania cosmetically restored PRR B-1 electric switcher 5690. Built at Altoona in December 1934 and used in the New York City area, the six-wheel unit saw extensive replacement of rusted sheet metal siding and missing pilot steps, as well as replacement of a badly damaged pantograph with one taken from an MP54 m.u. car located at the Wilmington & Western.

The Railroad Museum of Pennsylvania also recently acquired Baldwin S12 65-00369 from U.S. Navy Weapons Station Earle at Colts Neck, New Jersey. The unit was obtained under the U.S. Federal Property Surplus program, which turns over surplus military property to various state agencies. Since one of the provisions of the program requires the removal of all military markings, the museum must restore the S12 to an appearance other than U.S. Navy. Although no final decision has been made, there is interest in painting it as Baldwin S12 demonstrator 1200 or as a PRR unit. The latter is being considered since the 65-000369 was one of ten Navy units built as Korean War add-ons to a 44-unit Pennsy order during October and November 1952.

During June 13-14, 1992, the museum and the PRR Historical & Technical Society will host a "PRR Weekend" featuring lectures and slide shows along with special photo opportunities. Watch TIMETABLE for further details — RICK GLADULICH.

TP&W SPECIALS On the weekend of December 14-15, 1991, the Toledo, Peoria & Western ran a number of passenger excursions behind GP20Rs 2015 and 2017 (page 4). The passengers rode in Keokuk Junction Pullman No.1, *Chief Keokuk*. On Saturday December 14, a business trip was run from East Peoria to LaHarpe and back. On Sunday, another business trip was run, followed by an excursion from East Peoria to Secor and back for TP&W employees and their families — JAMES DuBOSE.

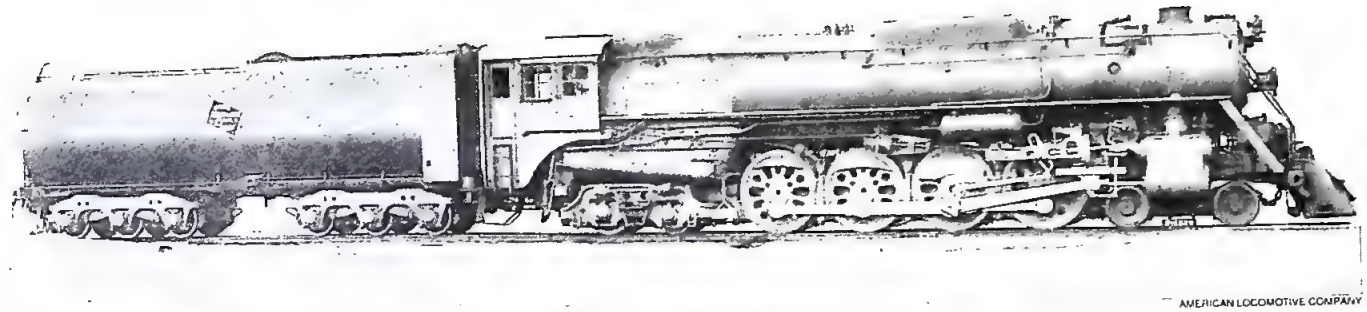
FRED STINDT DIES AT 80 On January 3, 1992, noted railroad historian Fred A. Stindt died of an apparent heart attack at the age of 80 at his home in Kelseyville, California. Having been chairman of the Pacific Coast Chapter of the Railway & Locomotive Historical Society from 1949 to the mid-1970s and later national president for the group, Stindt was a key figure behind the formation of the California State Railroad Museum in Sacramento. Known more for his accomplishments in the field of railroad history (including books on the Northwestern Pacific Railroad and streetcars of San Francisco), Stindt actually devoted much of his life to a maritime career. After working two weeks as a fireman on an SP switch engine at Port Costa, Cal., in 1936, he hired on with Matson Navigation in San Francisco, moving up from a purser on passenger liners to retirement as port captain in 1976.

In 1985 Fred Stindt endowed the R&LHS Railroad History Award for photography, and it has been known since that time as the "Fred A. and Jane R. Stindt Photography Award."

EMD SD70s Rumors have been circulating about a proposed "SD70" from EMD. Although not yet in the catalog or even "officially" in the works, indications are that the SD70 will look like an SD60, and the Super Cab will be an option. The major features are expected to include a 4000-h.p. 16-cylinder 710G3B prime mover and the new HTCR radial trucks with new high perfomance d.c. traction motors, an upgraded main generator and EMD's Integrated Cab Electronics. There are no firm orders yet, but at least one major railroad has expressed an interest.

In other news from La Grange, the first of four a.c. traction SD60MAC demonstrators (9500-9503, in BN green) has already been shipped to the AAR test facility in Pueblo, Colo., with the second unit soon to follow. Two more are being built at London, Ontario, for a third-quarter '92 delivery.

GOODBYE GREEN BAY & WESTERN? On January 8, 1992, regional railroad Wisconsin Central announced that its newly-formed subsidiary Fox Valley & Western had made agreements to buy the 208-mile Fox River Valley, 277-mile Green Bay & Western and twelve-mile Ahnapee & Western railroads from Itel Rail Corporation. If the ICC approves the deal, Fox Valley & Western could



AMERICAN LOCOMOTIVE COMPANY

MILWAUKEE ROAD 4-8-4 261, owned by the National Railroad Museum in Green Bay, Wisc., has been leased by North Star Rail for overhaul and restoration to fully functional condition. Gary Bensman's Diversified Rail Services has been contracted to do the actual restoration work in the Twin Cities. The 261, sister engine to the 262 shown here in its 1944 Alco builder's photo, could be running in as little as twelve months, making the Midwest again home for Milwaukee Road steam action.

JIM WRINN

SOUTHERN 2-8-0 542 was removed from display at Tanglewood Park near Winston-Salem, North Carolina, and sent to the North Carolina Transportation Museum at Spencer Shops with the goal of having it operational in time for the Southern Railway's 100th anniversary in 1994. Its plot at Tanglewood Park is now occupied by the museum's IC 0-8-0 3525 (lettered SR 1894). The move to Spencer on November 27, 1991, saw NS U23B 3960 leading 542 plus a Navy switcher and N&W caboose across the Yadkin River at Clemmons (**right**).

MALLORY HOPE FERRELL

FRIED GREEN TOMATOES, the new comedy starring Jessica Tandy and Kathy Bates, has some railroad scenes that were filmed in Georgia during summer 1991 using New Georgia Railroad's A&WP 4-6-2 290. In late June (**left**), the 290 performed with "Tallahassee & Albany" lettered on its tender.

PENNSY RESTORATIONS completed during fall of 1991 at the Railroad Museum of Pennsylvania include B-1 electric switcher 5690 (**below left**) and GP9 7006 (**below**). The six-wheel 5690 had rusted sheet metal and missing steps replaced, and its damaged pantograph was exchanged with one salvaged from an MP54 m.u. car. GP9 7006 was restored at Conrail's Juniata Shops with Imron paint and lettering applied using PRR diagrams lent by the Railroad Museum of New England.

RICHARD M. GLADULICH

RICHARD M. GLADULICH

begin operating the combined FRVR, GB&W and A&W lines by late 1992. For Wisconsin Central, the most valuable of the three FV&W segments would be the GB&W, whose route between Green Bay and East Winona, Wisconsin, provides a direct link between Lake Michigan and the Mississippi River ("The Green Bay & Western Today," November 1991 R&R). One part of GB&W that WC *doesn't* want is its unionized workforce. WC is essentially a non-union railroad and has announced it would be making GB&W a non-union outfit as well. The nearly-defunct A&W line east of Green Bay could become vital if lake freighter service at Algoma, Wisconsin, were revived. The Fox River Valley, however, might not survive intact because much of its route between Green Bay and Milwaukee closely parallels an existing WC route. Discussion is already underway regarding the consolidation of WC and FRVR operations through Oshkosh onto one track. It's reported that GB&W's fleet of Alcos would likely be sold rather than be integrated with the EMDs owned by WC and FRVR. The summer of 1992 could be the last time we see red C424s, RS27s and RSD15s bounding across the Badger State.

A KAMLOOPS CHRISTMAS The annual CP Rail Christmas party for the Kamloops, B.C., area employees had a slightly different twist for 1991. Four cabooses were coupled together with a locomotive on each end, and the kids were treated to a Kamloops Christmas train. Operating "pull-pull" for a roughly twelve-mile trip over CP's Thompson Subdivision, the December 15th event was enjoyed by all. Noticing the dissapearance of cabooses from Canada's freight trains, a local newspaper account had fun calling the cabooses everything from "cabeese" to "conductor's coaches." Not once did they call them "vans."

NO LONGER CAMOUFLAGED On October 10, 1991, UP's "Desert Victory" SD40-2 3593 had its widely-publicized camouflage paint scheme replaced by traditional "armour yellow." Commissioned just hours before the Persian Gulf War cease fire in late February 1991, the unit logged over 41,000 miles and visited all 19 states served by the UP during its eight-month tour of duty in military colors. Having earned celebrity status in newspaper, magazine and TV reports nationwide, the 3593 returned to regular service with an initial assignment to soda ash service out of Green River, Wyoming, that lasted into late December. As of late January, the 3593 was assigned to local service out of Sidney, Nebraska. In UP's hometown of Omaha, there's reportedly a billboard at 75th and Pacific with a giant four-color blow-up featuring one of UP photographer George Cockle's many pictures of 3593. The billboard advertises for the local custom photo lab where George had some 3600 8x10 prints made of his 3593 portraits.

DODGE CITY The obscure Dodge City, Ford & Bucklin short line in Kansas is certainly going to get more attention since the repainting of their former-Air Force Alco S1 6601 in a striking rendition of the Missouri Pacific 1950s blue, gray and yellow freight diesel livery (see page 4). The locomotive and matching diner and two coaches are to be used on a summer '92 dinner train. The S1 was painted during mid-1991 and saw use on the dinner train at that time. Other locomotives on the roster include two 45-ton GE centercabs, former-Duluth & Northeastern Baldwin 2-8-0 14 and leased GP7 1309. The railroad hopes to eventually restore the 2-8-0 as time and money permits. Leased CF7 1001, on the property during 1990, has been returned.

The DCF&B is a 26-mile short line on former-Rock Island trackage from a Santa Fe interchange at Dodge City east to Bucklin in Ford County in the central western part of Kansas. Presently the western eight miles is in service to reach a grain elevator. After the demise of the Rock Island, the line became part of the Cotton Belt, which sold it to the Ford County Historical Railroad Preservation Group, which sold it in 1989 to the present owners. The line was built in 1880 as the Bucklin & Dodge City Railroad.

THE LATAH CREEK BRIDGE DERAILMENT Burlington Northern closed out its year-long streak of wrecks in the Pacific Northwest with the Christmas Eve derailment of general freight 101 on the Latah Creek Bridge west of Spokane, Washington. Built in 1972 to connect BN's ex-GN and ex-SP&S lines with the ex-NP viaduct through downtown Spokane, the 200-foot-high, 4260-foot-long bridge is shaped like a giant sideways "Y" that splits near its west end at Latah Junction with one leg of the bridge veering north for the GN line to Seattle and the other leg turning south for the SP&S and NP lines to Pasco. At 4:15 a.m. on December 24, 1991, an eastbound train from Seattle was waiting its turn to cross the bridge as Train 101 pulled its 148 cars west out of town, climbing against a 0.8% grade and curving south over Interstate 90 toward Pasco. As the last 50 cars of 101 were passing Latah Junction, the eastbound's engineer suddenly saw sparks and radioed 101 to stop. Within seconds, three cars fell 80 feet onto I-90 along with sections of the bridge's hand railing and other debris. Sixteen other derailed cars remained on the bridge, two hanging precariously over the edge. Miraculously, pre-dawn traffic on I-90 was light, and there were no injuries from the falling wreckage. The cause of the derailment was found to be a broken rail weld.

BN suffered at least a dozen other accidents in the Northwest during 1991, several of which were major catastrophes occurring in August and October. Air brakes on Train 121 malfunctioned on a 1% descending grade on August 19, leading to a massive pile-up on the NP main at Sprague, Washington. On August 24, intermodal Train 4 jackknifed several flatcars atop the wide earth-and-masonry viaduct through downtown Spokane. At least two crewmen were killed on August 30 when Whitefish-Laurel Train 602 collided head-on with counterpart 603 on the ex-GN secondary line between Shelby and Great Falls, Montana. The body of 602's engineer was not immediately accounted for and was presumed lost in the fire that followed the impact. And west of Spokane on October 12, doublestack Train 8 put 50 of its container well cars on the ground at Canby on the ex-GN line.

POTOMAC EAGLE Since 1978, the state-owned South Branch Valley Railroad has been operating a 54-mile ex-B&O branch line between Green Spring and Petersburg, West Virginia. Located 14 miles east of Cumberland, Green Spring is SBVR's connection to the old B&O main line, now operated by CSX. While it enjoys ample freight business from on-line chemical, feed and paper shippers, the SBVR has been capitalizing on its scenic route along the South Branch of the Potomac River. After several years of sporadic fantrips, the railroad began regular "*Potomac Eagle*" weekend excursions during fall of 1991 using equipment supplied by the Eagle Cañon Passenger Car Corporation. Initial plans of using Little Kanawha River Railroad Porter 2-4-0 No.7 for the trips (September 1991 RAILNEWS) never panned out, and No.7 is reportedly still on Little Kanawha River property in Parkersburg, West Virginia. Instead, SBVR has been using its ex-B&O GP9s to power the excursions, making for photogenic "branch line passenger local" scenes (page 4). More *Potomac Eagle* trips are planned for 1992, including a special full-day round trip on May 16 with photo runbys. For excursion details see TIMETABLE or phone the *Potomac Eagle* at 304/422-6069 or 304/822-7464.

SOUTH ORIENT RAILROAD Part of Santa Fe's Kansas City, Mexico & Orient Line in west Texas has been given a new lease on life. The new South Orient Railroad began operations on January 1, 1992, over 396.3 miles of ex-Santa Fe track between San Angelo and Presidio. Of the $5.5-million price for the line, $2.5 million came from a group of Dallas investors while the rest came from the Texas Department of Transportation. This makes Texas the deedholder for the railroad and guarantees that the line cannot be sold for scrap while also guaranteeing that the state will get its money back should the South Orient fail.

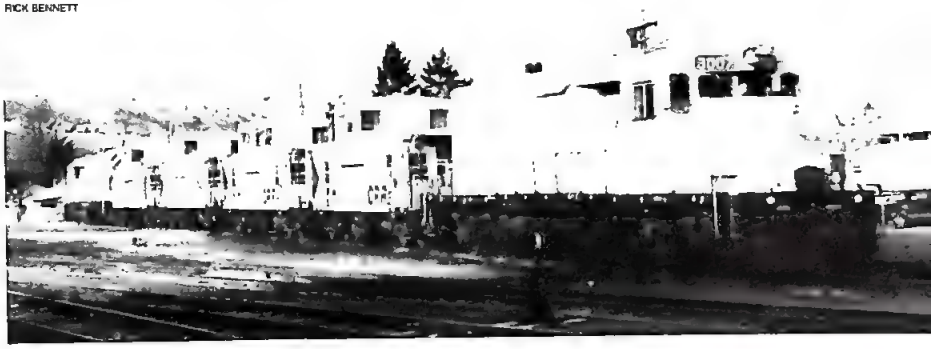
Oklahoma regional Kiamichi Railroad was selected to operate the South Orient through a new affiliate, Rail Operators Inc. South Orient's biggest obstacle is its low traffic (2000 carloads are projected for the first year), which is why Santa Fe wanted to rid itself of the line. It is felt that new traffic to and from Mexico could be developed to take advantage of the new free-trade agreements and a planned container port at Topalobampo, Mexico. South Orient interchanges with the Chihuahua al Pacifico by way of the Rio Grande River bridge at Presidio, and any containers that would come from Topalobampo via CHP to the Midwestern and Eastern markets would come this way. Topalobampo is closer to the American heartland than any Pacific port in the U.S.

For now, operations are based out of San Angelo. Locals will

BLAIR KOOISTRA

THE LATAH CREEK BRIDGE DERAILMENT outside Spokane, Washington, on December 24 sent three cars of Burlington Northern Train 101 tumbling down onto the westbound lanes of Interstate 90 as seen in this photo taken from the abandoned UP/Milwaukee Road overpass. The Christmas Eve wreck, which also left 16 other cars derailed on the bridge, occurred when a rail weld broke beneath the 148-car 101 during its steep climb west out of Spokane en route to Pasco via the old SP&S and NP.

RICK BENNETT



GEORGE R. COCKLE

A KAMLOOPS CHRISTMAS saw CP Rail throwing its annual party in the south central British Columbia town with a special train of four CP cabooses (vans, eh?) coupled between a pair of GP38s which operated in pull-pull fashion. The December 15th event gave CP's local employees and their families a roughly twelve-mile rail excursion out of Kamloops.

NO LONGER CAMOUFLAGED in the military colors that elevated it to celebrity status, Union Pacific "Desert Victory" SD40-2 3593 was preparing to depart Council Bluffs, Iowa, on December 23 on the point of Kansas City-bound symbol CBKC (left). Its traditional UP Armour yellow paint was reapplied on October 10, 1991. Prior to that, the 3593 had logged over 41,000 miles in all 19 states served by UP in its eight-month tour of the system wearing the desert camouflage paint that had been applied shortly before the Persian Gulf War cease-fire in February 1991.

operate there on weekdays, with one local heading for the SP interchange at Alpine (South Orient has 11.1 miles of trackage rights on SP's Sunset Route from Paisano Junction to Alpine Junction) and on to Presidio. On the north end, South Orient interchanges with Santa Fe's Lampasas Subdivision at San Angelo Junction. The track is in relatively good shape with about 100 miles of welded rail. Speeds are posted at 25-40 m.p.h., with 45 m.p.h. in some spots. Santa Fe power will be used until the road's five GP9s equipped with dynamic brakes are delivered from National Railway in Dixmoor, Illinois — BOB THOMPSON.

CHANGES ON THE WESTERN MARYLAND SCENIC The Western Maryland Scenic Railroad in Cumberland, Md., has dropped its plans to purchase a new SY-class 2-8-2 from China, and it has closed a deal to purchase privately-owned Lake Superior & Ishpeming 2-8-0 34 (50-inch drivers, 270,000 lbs. engine weight) at the Illinois Railway Museum. Arrangements to move the 34 were being made at press time. An inspection found the boiler to be in good shape but the firebox needing side sheets. The appearance of this large 2-8-0 in Western Maryland's "fireball" freight paint would be a reasonable aproximation of WM's own burly 2-8-0s, among the largest of that wheel arrangement ever built. The WMSR is targeting the 1993 season for the first operation of the 34, and a decision on renumbering it has not been made (834 maybe?).

The cancelation of the order for the Chinese steam locomotive was announced just before Christmas 1991, along with other changes in overall WMSR management. The general manager's position was abolished as an economy move, and the individual heads of the mechanical department, sales & marketing staff and ticket office will now report directly to the board.

At present, this means that the WM Alco diesels in the fireball livery will be around for the 1992 tourist trains.

The Santa Fe 4-8-4s

by Lloyd Stagner

The 3751 was just the beginning

FRANK PETERSON / DON DUKE COLLECTION / SBRHS COLLECTION

Built in May 1927, Santa Fe 3751 is the oldest 4-8-4 in existence and has quite a number of "firsts" to its credit. It was not only the first 4-8-4 on the Santa Fe but was also the first 4-8-4 built by Baldwin. In 1939 it hauled the first named passenger train, *The Scout*, into Los Angeles Union Passenger Terminal on its opening day. And in 1991 the 3751 became the first Santa Fe steam locomotive to return to that same terminal since the end of steam in 1956.

In the early years of the Twentieth Century before the 3751 was outshopped by Baldwin, the Santa Fe was a railroad powered by Mikados and 2-10-2s on freight and 4-6-2s and 4-8-2s in passenger service, plus a whole spectrum of smaller power for secondary and branch assignments. The railroad had placed 2-6-2s in service in 1901, 2-8-2s in 1902 and 4-6-2s and the first 2-10-2s in 1903 (the latter tandem compounds giving the 2-10-2 wheel arrangement the "Santa Fe" name). In one case it was 14 years before the same type wase adopted by competing Union Pacific and Southern Pacific, i.e. 2-10-2s.

After a 1909-1911 fling with articulated Mallet compounds, including ten of the "World's Biggest" 2-10-10-2s, the Santa Fe turned to conventional two-cylinder superheated simple locomotives and by 1920 was using 4-6-2s and 2-8-2s on prairie territory and 4-8-2s and 2-10-2s in the mountains as the standard main line power. The four-wheel trailer truck was pioneered with its application to 2-10-2 3829 in 1919, making it the first of the 2-10-4 type (although it would be the Lima 2-10-4s of 1925 designed for the T&P that gave the wheel arrangement the "Texas" name).

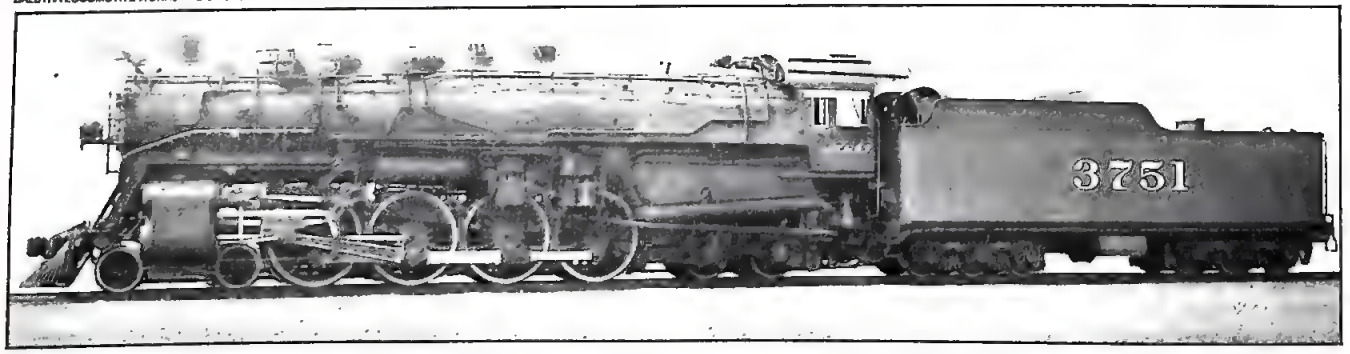
In November 1926, it was not surprising to motive power observers that the Santa Fe ordered from Baldwin three types of locomotives based on the design concepts that Lima had been hawking as "Super Power": ten 4-6-4s, 15 2-8-4s and ten 4-8-4s. The 74-inch-drivered 3450-class 4-6-4s were delivered only 90 days after the first of that type was built in February 1927 by Alco, the famous New York Central 5200 "Hudson." The Santa Fe's husky 63-inch drivered 4101-class 2-8-4s of 1927 were predated by only two years by Lima's A-1 "Berkshire" demonstrator of 1925.

While the 2-8-4s were obviously freight power, the 4-8-4s of that era were envisioned as heavy passenger engines. Baldwin Locomotive Works delivered its first 4-8-4, AT&SF 3751, in May 1927, at which time twelve Alcos on the Northern Pacific were the only other 4-8-4s in the United States. However, Alco soon delivered five to the Lackawanna and twelve to the Grand Trunk Western. So new was the idea of a 4-8-4, that the Santa Fe called its 3751 a "Mountain type." The 3751 was the vanguard of a fleet of Santa Fe 4-8-4s that would number 65 by 1944.

Creating the AT&SF 4-8-4

The inauguration in November 1926 of *The Chief* on a 63-hour schedule between Chicago and Los Angeles brought into management's focus the need for heavier passenger power, especially on the 347-mile La Junta-Albuquerque engine district where grades reached 3.5% westbound and 3.3% eastbound at Raton Mountain. Santa Fe Mechanical Engineer H.H. Lanning collaborated with Baldwin in the design of the new wheel arrangements. The standard passenger engine assigned west of La Junta, Colorado, was the 3700 class 4-8-2, of which 22 were coal burners working between La Junta and Winslow, Arizona, and 29 oil burners assigned between Winslow and Los Angeles. For $99712.77 in pre-inflation 1927 money,

BALDWIN LOCOMOTIVE WORKS / H.L. BROADBELT COLLECTION SBRHS COLLECTION



THE SANTA FE 3751 of this Baldwin builder's photo looked quite different after it was rebuilt in August 1941. Built in May 1927 as Baldwin and AT&SF's first 4-8-4, the coal-burning 3751 had 73-inch drivers. It received 80-inch Boxpok drivers during the rebuild and is shown on May 17, 1947, exiting Tunnel 2 (**top**) above Caliente westbound with the combined *California Limited* and *The Scout*.

the Santa Fe got a larger, higher capacity and more modern engine than the 3700s with their 54,100 lbs. tractive force, 210 lbs. boiler pressure and 69-inch driving wheels.

The 3751 class had 30×30-inch cylinders, 73-inch drivers and 210 pounds boiler pressure. They weighed, in the case of the 3751, 421,600 lbs. and exerted a starting tractive force of 66,000 pounds, compared to 56,800 lbs. for the 4-8-2s. Tender capacity for the 3751 was 20 tons of coal and 15,000 gallons of water. Modern appliances included one-piece cast steel cylinders keyed and bolted to a one-piece locomotive bed, type E superheater, American multiple throttle, Elesco feedwater heater, Nicholson thermic syphons, Ragonnet power reverse and Walschaert valve gear. The 3751 was fired with a Duplex stoker, although Dupont stokers were used on engines 3752-3756 and second-hand Duplex stokers removed off 3700 4-8-2s being converted oil were placed on engines 3757-3760 after delivery.

On comparative tests run with a dynamometer car between La Junta and Albuquerque, 3751 developed a maximum drawbar horsepower of 3220 at 40 m.p.h., compared with 2380 at 35 m.p.h. on 4-8-2 3714. There was a saving of 38.7% in coal burned and an increase in water evaporated per pound of coal of 43.4%.

The other nine new 4-8-4s did not arrive from Baldwin until January and February 1928. Once they entered service, they provided sufficient power for eight of the twelve daily passenger trains operated between La Junta and Albuquerque over the New Mexico Division.

Four additional engines, the 3761-3764, equipped with Standard stokers, were put in service in April 1929. The 3764 was equipped with Caprotti poppet valve gear, which soon proved unsatisfactory. In a January 1931 test, fuel consumption was 15% higher than with the 3751, although winter weather conditions could have accounted for this condition. More importantly, the Caprotti gear was too lightly constructed for a big engine, and failures were frequent. After freight service tests between La Junta and Newton, Kansas, Walschaert gear was substituted on the 3764 in early 1934.

During the Depression years of reduced traffic, the 3751s worked in a pool out of Albuquerque, eastbound to La Junta, turning back and running through to Winslow, 636.5 miles, and cutting out at Albuquerque on the eastbound trip for a boiler wash. They also protected one train in each direction between Winslow and Clovis, N.M., a run of 503.5 miles. By 1932, the Santa Fe operated only five transcontinental passenger trains in each direction.

Bigger 4-8-4s

Although the 3751s were much superior to the 3700 4-8-2s, they failed to develop the expected horsepower at speeds, a primary requirement of a passenger locomotive. The big 30-inch diameter cylinders resulted in high back pressures at speed, reducing the power of the locomotive. However, in the low net earnings years of the Depression, the Santa Fe decided to live with the problem.

With business conditions improving and passenger train schedules accelerated (*The Chief* eastbound was making L.A. to Chicago in 50 hours and 25 minutes), the Board of Directors in November 1936 approved purchase of eleven new 4-8-4s, six 84-inch-drivered 3460-class 4-6-4s and ten awesome 74-inch-drivered 5001-class 2-10-4s.

The new 3765 class 4-8-4s were designed to overcome the limitations of the 3751 class. Cylinder dimensions were changed to 28×32 inches, drivers increased to 80 inches and boiler pressure upped to 300 pounds. The result

was maximum indicated horsepower of 5450 at 65 m.p.h. and drawbar horsepower of 4550 at 45 m.p.h. A one-piece engine bed with integral cylinders was used, and all engine and tender axles were fitted with roller bearings. Tender capacity was increased to 20,000 gallons of water and 7107 gallons of fuel oil.

Upon their spring 1938 delivery, the 3765s were placed on through La Junta-Los Angeles runs of 1237 miles. Forty new tenders of the same capacity as the 3765 class units were received in late 1937 and early 1938. Fourteen of these tanks were put behind the 3751s, with the engines converted to oil burners at the Albuquerque shops. Upon release from the shop they were also assigned between La Junta and Los Angeles, although their speed was restricted to 75 m.p.h. by their 73-inch drivers, whereas the 80-inch drivered 3765s were allowed 90 m.p.h.

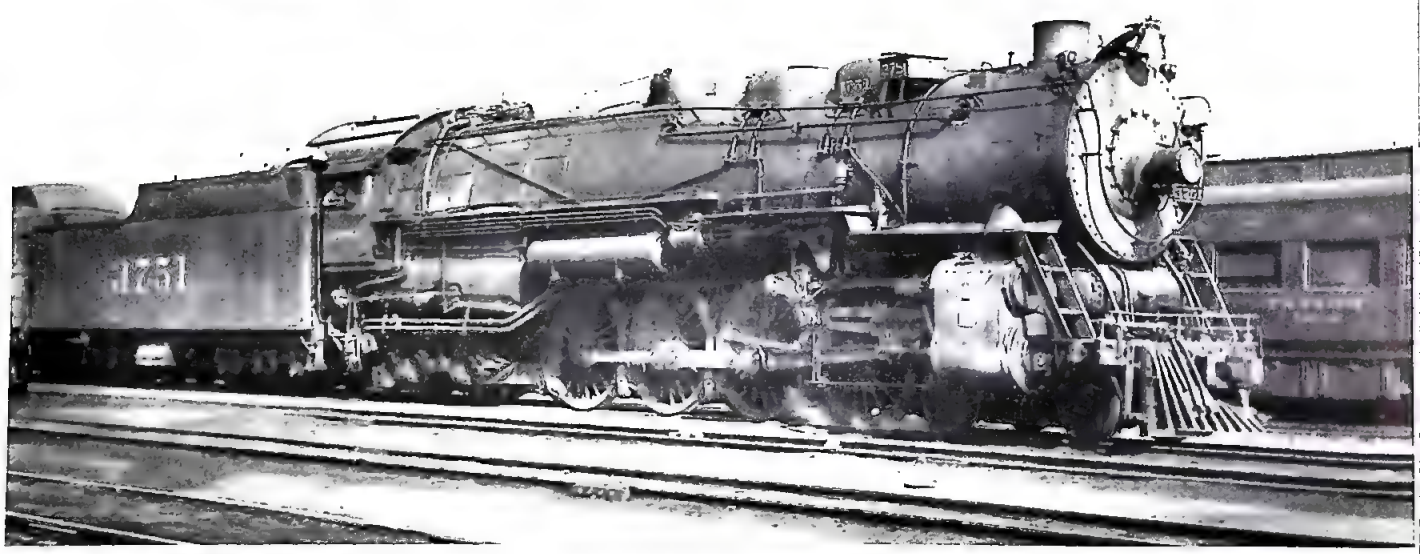
engines had been previously equipped with the Santa Fe design coil spring Batz engine truck, Foam-Meter to alert the crew to foaming water conditions in the boiler and force-feed mechanical lubricators.

Discontinuance of *The Navajo* on January 10, 1940, permitted 3751s to be assigned to the *Grand Canyon Limited*, Nos.23/24, operating through between Los Angeles and Wellington, Kansas, 1534 miles, the longest run on the system. The layover at Wellington was only four hours and 20 minutes between runs, but the incoming 3751 was usually ready to go back.

A December 1939 road test with a dynamometer car of the 3754 showed that indicated horsepower increased to 3900, and drawbar horsepower at 60 m.p.h. was 3500. The higher boiler pressure of 230 pounds and taller drivers were the primary reasons for a dramatic

When rebuilt, the 3751s were equipped with folding stack extensions, increasing the height of the engine to 17 feet. Beginning with 3751 in November 1943, telescopic stack extensions were applied to eleven engines, making the maximum height 18 feet and one half inch. These stacks were requested by engine crews who reported difficulty in observing the track and signals when the engines were drifting at high speeds. Their use was questioned by President Fred Gurley when the crew on the 3778 handling First Number 8, on October 31, 1945, failed to lower the air-operated stack extension when entering Raton Tunnel. The safety pop valve was broken by the stack extension and the fireman seriously injured. However, the mechanical department was able to convince Gurley that the benefits, which included fuel savings, made them desirable. The 3751, 3759 and

RICHARD BERRY - YOUELL COLLECTION SBRHS COLLECTION



Rebuilding the 3751s

Authority was received to rebuild and improve ten of the 3751 class to make them more suitable for long distance passenger runs. The 3753 was the first engine completed at Albuquerque on November 11, 1938, and 3762 followed on November 29. Major improvements included new one-piece General Steel Castings engine beds, 80-inch Boxpok driving wheels and Timken roller bearings on all axles. The placement of the Elesco feedwater heater on top of the smokebox resulted in a vastly different-looking engine. The air pump was moved to the pilot deck, and a second pump was also applied; both were placed behind shields. The 3751 was not one of the ten initial rebuilds, but all 14 increase from 2080 drawbar horsepower at 60 m.p.h. on the 1928 test of the 3751.

Santa Fe added ten more 4-8-4s in 1941. The 3776 class were duplicates of the 3765s except that larger tenders, riding on eight-wheel trucks, increased water capacity to 24,500 gallons and fuel oil to 7170 gallons. The 3784 and 3785 came with Timken roller bearing side rod crank pins.

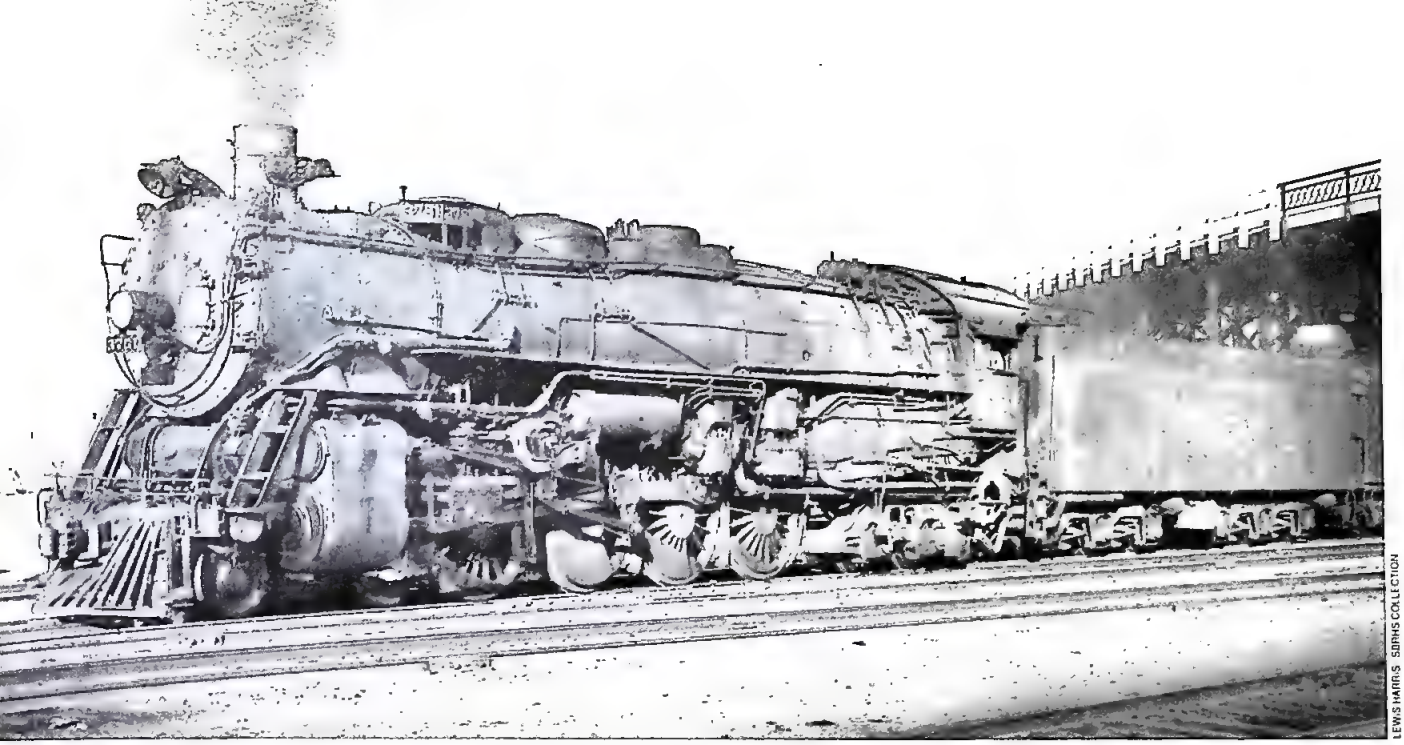
The final four 3751s were rebuilt in 1941; the 3751 was outshopped on August 30. These engines had the improved Worthington SA feedwater heater with the hot water pump located on the pilot deck and one air pump relocated underneath the cab on the left side.

3760 had the telescopic extension stacks removed in spring of 1946 when assigned to run over Tehachapi pass, but the tall stacks were subsequently put back when the engines went on assignment out of Los Angeles.

As rebuilt the 3751s were initially restricted to 75 m.p.h. maximum speed, but with an adjustment of counterbalancing in 1941-1942, all were permitted 90 m.p.h.

The War and the Diesel

The biggest challenge for all 35 Santa Fe 4-8-4s began on Sunday, December 7, 1941. A step taken to increase utilization was the further extension of through engine runs. On April 4, 1942, the 3765s and 3776s handling Trains 3



LEWIS HARRIS SBRHS COLLECTION

THE AS-BUILT 3751 in Los Angeles in 1936 (**left**) had been converted to oil and clearly shows the Elesco feedwater heater on the pilot deck. At Barstow (**above**) on January 14, 1940, the 3751 sports its new square tender; note the Elesco pump alongside the air pump over the rear drivers. On a Del Mar race train in August 1953 (**below**), the rebuilt 3751 shows the air pump beneath the cab.

and 4, the *California Limited*, commenced running through from Los Angeles to Newton, Kansas, 1591 miles. Soon thereafter, on May 23, the 3751s handling the *Grand Canyon Limited* and *The Scout* started running through Wellington to Kansas City — 1775 miles from Los Angeles! This assignment was never exceeded in distance by any railroad with steam power. In August 1943, the 3751s averaged 18,435 miles each, and repairs cost only 13.2 cents a mile, compared to 32.4 cents a mile for E1A, E3 and E6 two-unit passenger diesel sets.

Five engines received Worthington feedwater heaters in 1944-1945, and in October 1948 the 3758 was equipped, leaving only the 3753, 3756 and 3757 with Elesco feedwater heaters and folding extension stacks.

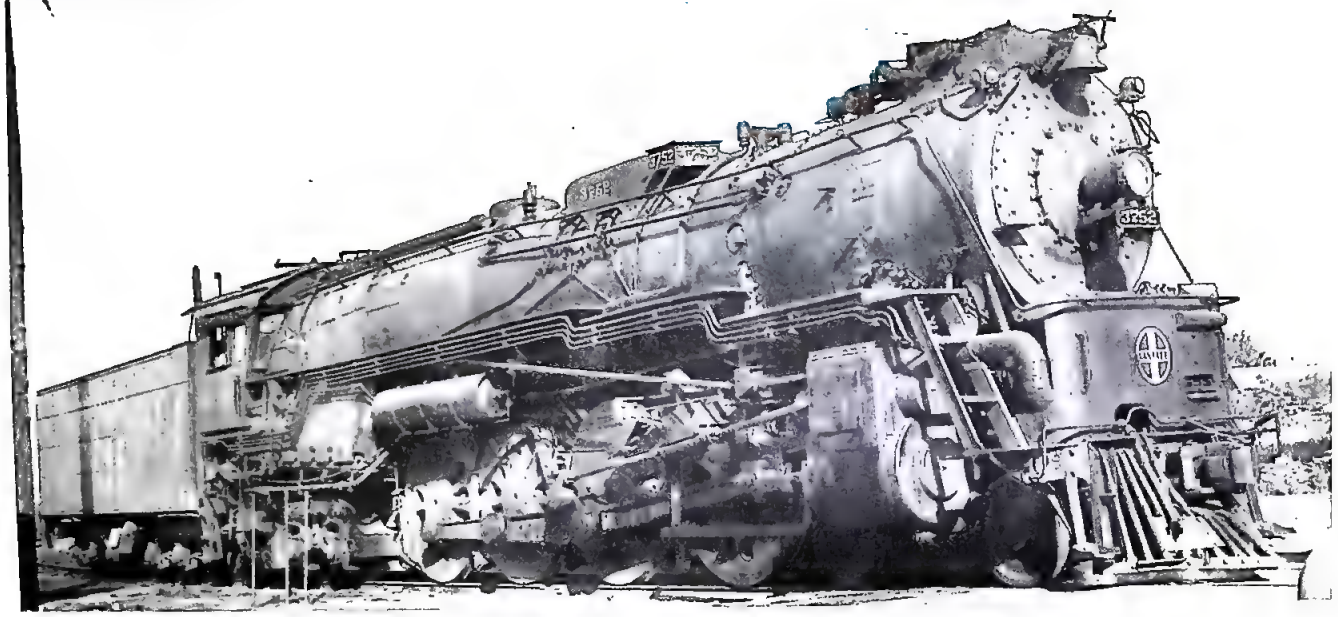
Thirty new 2900 class 4-8-4s were delivered by Baldwin between October 1943 and May 1944, primarily for fast freight work between Argentine (Kansas City yard) and Clovis. These were duplicates of the 3776 class, although wartime material used in their construction made them the heaviest 4-8-4s ever built, at 510,700 pounds.

With the August 1945 end of the war, 2900s replaced 3751s on the Kansas City-Los Angeles runs beginning September 23. From then on, the relative importance of the 3751s in the Santa Fe's operations began to decline.

In the spring of 1946, six 3751s were in freight service between Argentine and Clovis, three were handling two

"CORKY" SEETH THOMSON SBRHS COLLECTION

STAN KISTLER / M D McCARTER COLLECTION



passenger round trips a day between La Junta and Denver, and six remained between La Junta and Los Angeles, handling the second sections of Trains 3/4, the *California Limited*, and 7/8.

Ten 5400-h.p. FT freight diesels were converted for passenger service and replaced steam power on *The Chief* on June 2. New 6000-h.p. EMD F3s and Alco PAs came in the fall, and diesel power took over Numbers 7/8.

Last Years of the 3751s

The last extensive improvement made to a Santa Fe steam locomotive was undertaken with the 3752 at Topeka during 1947. Franklin Railway Supply Company's type B rotary cam poppet valve gear was applied with new built-up welded cylinders that featured a streamlined steam flow to and from the cylinders. Other improvements included a new front end arrangement, circulators instead of syphons in the firebox, Worthington 6-SA feedwater heater, chassis lubrication, lightweight pistons, piston rods and crossheads, the newly developed Dutch Oven oil burner and a telescopic smoke stack extension.

Tested in the summer of 1948, the 3752 produced a maximum indicated horsepower of 4300 at 60 m.p.h., with a maximum drawbar horsepower of 3910 at 50 m.p.h. In passenger service, it saved nearly 19% in fuel between Kansas City and La Junta and 17.6% westbound from Argentine to Wellington in freight service. Total cost of the conversion was $43,153.68, and it was estimated this would be recovered in reduced fuel and water costs in 54.2 months in passenger service or 77.7 months in freight service. As it turned out, the 3752 was in service only 67 months after leaving the Topeka shop on February 4, 1948. On the Argentine-Waynoka freight engine district a 3751 class could handle 3800 tons Argentine to Olathe, 5200 to Emporia, 5300 to Augusta, 3850 to Wellington and 3800 tons to Waynoka. Eastbound the rating was 5500 tons from Waynoka to Emporia, 5200 to Olathe and 6400 into Argentine. In red ball freight service the engines were usually given about 3500 tons westbound and not over 5000 tons eastbound.

There was considerable shifting of steam assignments during 1949 as additional passenger and freight diesels arrived. In September, the 3753, 3754, 3755, 3756 and 3764 were assigned to through freight train No.32 from La Junta to Newton, returning on No.45 to Dodge City and Second 35 into La Junta. The 3751, 3759 and 3760 were working Barstow-Bakersfield passenger trains with their telescopic stack extensions removed due to tunnel clearances in the Tehachapi Mountains. The 3761, 3762 and 3763 were still on the La Junta-Denver passenger trains leaving, the 3757 and 3758 for passenger service out of Los Angeles, where they frequently spelled the diesels on the streamlined *San Diegans*. The poppet-equipped 3752 remained in freight service between Argentine and Waynoka and occasionally to Newton and Arkansas City (2-10-4s had taken over most through freight work between Waynoka and Clovis).

In January 1950, the 3756, 3761 and 3762 were put on passenger trains 105/106, the remnant of *The Scout* between Newton and Belen via Amrillo, replacing 4-8-2s. Diesel power was assigned to the La Junta-Denver trains, but the 3751s came back in June and worked until November of 1950, when diesels again became available. From 1950 through 1952, 3751s alternated with 2900s on 105/106 (the 2900s were the preferred power, but when they were needed in freight service, the 3571s took over the passenger runs).

On January 20, 1953, diesels replaced

AT&SF 3751 and Other 4-8-4s

Road	Number	Builder	Date	Cylinders	Drivers	P.S.	Wt. (lbs.)	T.E. (lbs.)
AT&SF	3751 New	Baldwin	1927	30x30	73"	210	423,000	66,000
AT&SF	3751 Rebuilt	San Bernardino	1941	30x30	80"	230	464,700	66,000
AT&SF	3765	Baldwin	1938	28x32	80"	300	499,600	66,000
AT&SF	2900	Baldwin	1943	28x32	80"	300	510,700	66,000
N&W	611	Roanoke	1950	27x32	70"	300	494,000	80,000
SP&S	700	Baldwin	1938	28x31	77"	260	485,500	69,800
UP	844	Alco	1944	25x32	80"	300	483,000	63,800
C&O	614	Lima	1948	27½x30	74"	255	482,200	66,450
CB&Q	5632	W. Burlington	1940	28x30	74"	250	476,050	67,500
SP	4449	Lima	1941	25½x32	80"	300	475,000	64,760
NYC	6001	Alco	1946	25½x32	79"	275	471,000	61,500
Reading	2102	Reading	1945	27x32	70"	240	441,500	68,000
SSW	819	Pine Bluff	1943	26x30	70"	250	425,500	61,500
CNR	6218	Montreal	1942	25½x30	73"	250	399,600	57,000

3751s on Nos.32/45 between Newton and Dodge City and by March were working through to La Junta. In April, only eight 3751s were active: 3752 and 3763 in the Argentine-Waynoka freight pool, 3757 on the Los Angeles Division and the five Colorado Division engines which were running mostly between La Junta and Pueblo. Traffic picked up in June with the California potato movement, Kansas and Oklahoma wheat and Arizona melons. Twenty-three special passenger trains were operated to and from California for a July Boy Scout Jamboree. All 14 3751s were active during July. That month was the "last stand" for the pioneer Santa Fe 4-8-4s.

Ten engines had mileage during August as 3751, 3757 and 3758 made their last trips on the Los Angeles Division. In September, October and November 1953 only the 3753, 3754 and 3764 were active between La Junta and Dodge City and La Junta and Denver. The 3752's brilliant career had come to an end when she suffered a valve gear breakdown near Amarillo on August 17, 1953, and was not repaired.

March 1954 was the first month that no steam power was used in revenue service on the entire Santa Fe, although a shop switcher was active at Cleburne, Texas, until April 1956. Twelve 2900s and 3776s were fired up for freight service in June and July out of the Texas Panhandle terminal at Slaton, and four 2-10-4s worked as helpers out of Belen, New Mexico.

The 3759 made two short excursions from Los Angeles in September and October 1954 and made the last 3751 class trip on a "Farewell To Steam" run from Los Angeles to Barstow and return on February 5, 1955, that was widely covered by photographers (see page 59).

Shopping of 3751s had been continued through 1953, and most were in good condition and available for peak season service. But in 1955 when 22 2900s, eight 3776s, three 3765s and 31 2-10-4s were put to work from May to August, all 14 3751s just sat and waited for calls that never came.

In November-December 1956, all the 3751s except five were sold for scrap. Two escaped the torch when they were donated for display in parks: the 3759 in August 1957 to Kingman, Arizona, and the 3751 to San Bernardino in June 1958. The 3752, 3753 and 3763 remained on the roster until all steam power was retired in April 1959.

As is obvious from this magazine, however, our story ends on a happier note. Thanks to the dedicated volunteers of the San Bernardino Railroad Historical Society, the sharp exhaust and chime whistle of the 3751 has already echoed again through Cajon Pass and over Tehachapi Loop.

HAROLD K. VOLLRATH COLLECTION

SANTA FE 3755 on *The Chief* at Nelson, Ariz., on October 20, 1941, was rebuilt with the Elesco bundle moved atop the smokebox. The 3752 at Wellington, Kan., on June 12, 1953, (**opposite left**) was equipped with Franklin rotary cam poppet valves. The 3780 (**below**) at Sullivan's Curve on Second 24, the *Grand Canyon*, on September 22, 1947, is representative of AT&SF's biggest 4-8-4s. The wartime 2900s were heavier but otherwise identical.

ROBERT F. COLLINS

Two Hours at Tunnel Two

"An eclectic mix by any standards" **by Ted Benson**

As tunnels go, Tunnel Number 2 on Southern Pacific's Mojave District, Bakersfield Line, is no great shakes. Two hundred thirty two feet of concrete-lined bore through a soft rock ridge above Caliente, California, Tunnel 2's claim to fame is the railroad it straddles: SP's legendary Tehachapi crossing. "The world's busiest single-track mountain railroad" is Tehachapi's billing, and the constant parade of freights by host Espee and trackage-rights holder Santa Fe do little to tarnish the brag, even in the final days of recession-wracked 1991.

Tunnel 2 is the eastern end of a single-track climb from Caliente, smack on top of an unrelenting 2.1% grade from Caliente to the fabled Walong loop. The tunnel divides the sight lines of the second of three great horseshoe curves that carry the railroad out of Caliente Creek Canyon and up the western flank of Tehachapi Creek. Atop the ridge at Tunnel 2 it is possible to watch trains as they exit Tunnel 1, work up the tangent at "Railroad Park," and once clear of Tunnel 2's short bore, wind through the sinuous curves of the combined sidings of Allard and Bealville. Look closely above Bealville and you'll see the same eastbound train exit tunnel 5 before turning the corner at Cliff, 1.3 air miles and 7.1 rail miles above Caliente. There are few places on Tehachapi, the loop included, that match the dramatic railroad stage encountered at Tunnel 2.

And there are few days to compare with the afternoon of December 28, 1991. The news of a steam train on Tehachapi is not the shock it once was, thanks largely to occasional visits by SP 4449. But the train coming over the mountain from Mojave on this storm-scoured Saturday commands attention, regardless of tenuous weather forecasts. The world of steam locomotive restoration has delivered some wonderful events in recent years, but nothing compares to the arrival on SP rails of a train simply billed as "Santa Fe Extra 3751 West."

Dick Dorn and I are skeptics. We're used to rumors and more rumors about the 3751. We take the position of Missouri mules. We'll believe this engine when we see it. After all, Santa Fe steam has been no more than an interesting concept prior to today. You can read all the stories you want and muse over the wonderful

PHOTOGRAPHY TED BENSON

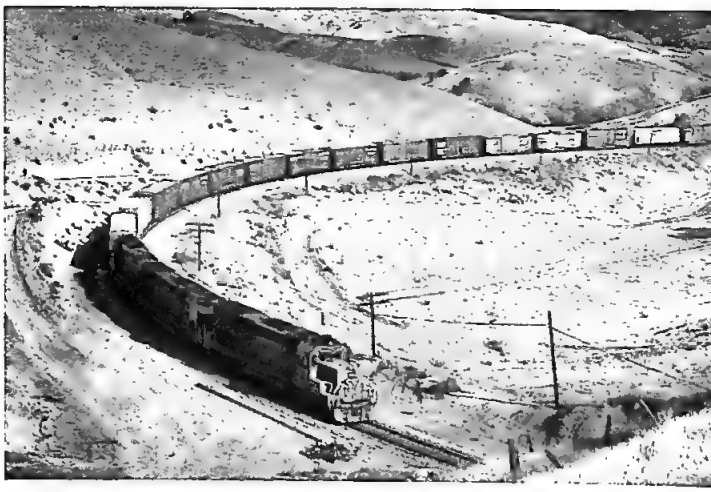
THE FIRST TRAIN to approach the fans waiting at Tunnel 2 on December 28 was Santa Fe's 951 (left) with GP60M 149 and three Dash 8-40BWs. The pushers were red warbonnet FP45 98 and blue SD40-2 5181. Then along came an SP eastbound Oregon lumber drag (right) behind the 8350, the SP's first radio "slave" SD40T-2.

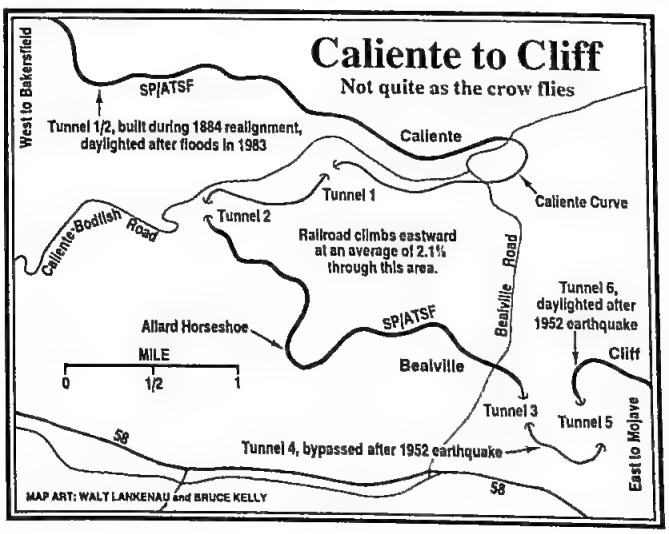
photographs of Duke, Hale, Kistler and Steinheimer until the nether regions freeze. Up until an hour or so ago, Santa Fe steam didn't exist for us. After freezing our own nether regions on a hillside above Cameron (a few miles west of Mojave on the climb to Tehachapi), patience is rewarded as a distant storm cloud grows wheels and marches up to our location as if the year were 1951 and the multi-hued passenger train riding the big black Baldwin's square tender was the San Francisco section of the *Grand Canyon*. It is 11:59 a.m., and Dorn and I remain skeptics no more. Now we've got to find a place to reaffirm the vision that's just passed before us. We weigh the options of location west of Tehachapi and settle on a spot that will deliver the best panorama possible. We're off for Tunnel 2.

We've been wondering where all the freights were hiding. Saturday morning has been unusually quiet for Tehachapi. Now the gates are open, and the hill is alive with trains. We've been at Tunnel 2 scant minutes before Santa Fe's 951 train comes up from Caliente, Extra 149 East chugging past at 1:05 p.m. with a warbonnet GP60M leading three GE Dash 8-40BWs. Just another quartet of warbonnets, dirty at that. Sometimes I have to remember how unfathomable such a sight seemed not that long ago. Santa Fe diesels in classic red and silver passenger dress on hot intermodal freight? That seemed as likely as 3751 back in steam five years ago. But wait — let's not ignore 951's helper. Most definitely not! Two years ago AT&SF FP45s were the vanguards of the Super Fleet, restored to warbonnet paint to promote the service and the coming four-motor units from GE and EMD. Today? Warbonnet 98 is leading SD40-2 5181 as the midtrain helper on Extra 149 East. Pretty classy stuff for helper service, indeed.

The 951 heads in at Bealville, and we figure our next shot will be the 3751 West. Wrong. It's SP's railroad, and they've got one of those endless Oregon lumber drags coming out of Caliente, a trio of Tunnel Motor EMDs on the point and four more T-2s helping midtrain. The lead unit is pretty clean by Espee standards. Certainly worth a shot. Only later does the significance of SD40T-2 8350 dawn on me. Fifteen years ago the 8300/8350 series were SP's closest-watched power: 8300s set up as master units for radio-remote equipped 8350s that would tame Tehachapi without the services of a helper engineer. Nice idea, but that was about as far as it went. Today the 8350's just another six-motor mountain mauler sliding into the siding at Allard as a line of passenger cars creeps into the shadows on the hills below Bealville.

Show time. We've been tantalized by the haunting whistle of 3751 for close to an hour. Now she's into the curves at Allard and rolling onto center stage at the east portal of Tunnel 2. Fans on the hillside around us draw silent, holding down whoops of delight in deference to videographers in our midst. We're exulting in whispers as the 3751 ducks into Tunnel 2, whistling around the bend in a style that turns the entire human body to one giant goosebump. Now we're running over the hill for going-away shots as the rainbow train clicks by. Pennsy





tuscan red, Pere Marquette blue and yellow, and to keep things real interesting, a trio of Burlington and Santa Fe domes on the rear, with ex-*California Zephyr* observation-lounge "Silver Solarium" bringing up the markers. When was the last time a CZ observation car graced Tehachapi? The winter detours of 1952? Santa Fe 3751-class 4-8-4s still made a few trips over the hill back then. Dorn and I half expect to turn around and stumble into Rod Serling as we hightail it back to the van for the run down to Sand Cut and another crack at Extra 3751 West. It's been an interesting hour at Tunnel 2.

And the show's not over. Once we let the steam train go at Sand Cut, the clouds and quality of light are too compelling to squander on photos of the 3751 at rest in Bakersfield. We've got time and trains — let's go back up the hill. And sure enough, the last hour of day finds us staking out Tunnel 2.

The fans are gone now, for the most part. We basically have Tunnel 2 to ourselves as SP sends the hot LAPCX down the hill at 3:25 p.m. behind SD45E 7536 and a pair of T-2s. The *Pacific Coast Express* is virtually solid May Trucking trailers today, aiming to make the Los Angeles-Portland run in a freeway-competitive time under 30 hours. GP60s abound on the "May Trains," but not today. And who else but SP would put front line power from the late '60s on their fastest schedule of the '90s? There was time when I hated those new SD45s for the way they replaced F units. Now? Put a "Flare 45" on the point of a hotshot, and I'm ready to follow them anywhere!

End of the parade? Not quite. We're waiting for another SD45-led hotshot to come up out of Caliente when an SP "junk train" appears: Extra 7548 West with an SD45 in more-typical assignment leading seven units on one of those everything-but-the-yard-office drags out of West Colton. "He's got a caboose!" Dorn notes excitedly as the rear end snakes through Allard. He's got more than that. The flash of white a few cars before the rear end turns out to be Cargill 87, an SW1 deadheading north for industrial service after a brief stay at the GATX tank car facility in Colton. Out of two cameras I've got exactly one frame of film remaining. Sorry caboose — Cargill 87 gets the nod any day!

Now the sun hangs low in the west, shadows claiming Tunnel 2 for the rest of the night. Two hours at Tunnel 2 and what have we got? Santa Fe warbonnets, an SP Tunnel Motor pioneer, a Baldwin 4-8-4, a Budd dome lounge observation, Flare 45s and an SW1. An eclectic mix by any standards. About time we went down to Bakersfield and claimed that motel room. Can't wait to tell Boyd about our luck on the hill.

He won't believe the SW1. ⇦

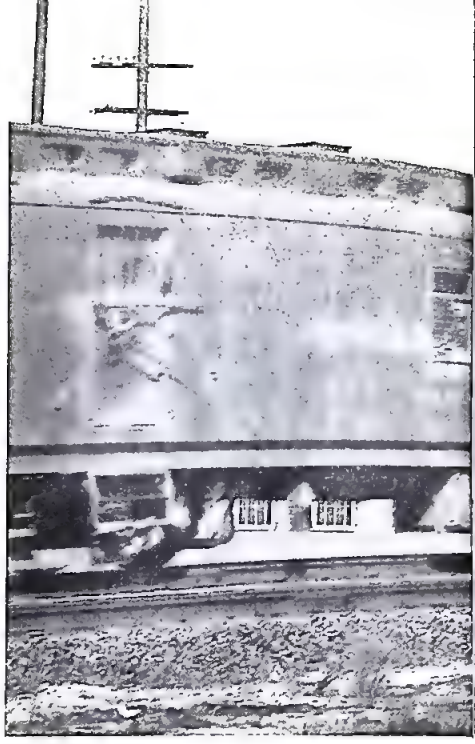
IN BEAUTIFUL AFTERNOON LIGHT the 3751 dropped downhill (right) and into Tunnel 2. The "May Train" for Portland (top) resumed the diesel action at 3:25 p.m. with SD45E 7536 and T-2s. A short while later, another "Flare 45" was leading an SP "junk train" with Cargill SW1 No.87 dead in tow.

SANTE FE
3751

Growing up around the "big 3700s"

3751 and Me

by Stan Kistler



PHOTOGRAPHY STAN KISTLER

Atchison, Topeka & Santa Fe 4-8-4 Number 3751 and I first crossed paths in 1944. I was spending the summer with my grandparents in Altadena, California. My grandfather was a painting contractor, and he had his shop and yard on South Raymond Avenue, a couple of blocks south of the Santa Fe's Pasadena station and freighthouse.

My fascination with steam locomotives and railroaders took on new meaning in 1944 when I bought my first copy of *Trains* Magazine and found an article about the Santa Fe. From then on, it was an important part of my life.

My family and I lived in San Diego during World War II, and I had seen a number of smaller steam locomotives there, but never one of the 4-8-4s that the *Trains* article mentioned. Even at the age of 13, I knew enough about Santa Fe locomotives from listening to train and yard crews to realize there were the "little 3700s" and the "big 3700s," and that the little 3700s were numbered 3700 through 3750 and the big 3700s ran from 3751 through 3785. I thought it would be a real thrill to at last see some of the "big 3700s" at Pasadena that summer.

I spent the best part of many days perched on a scaffold at the back of my grandfather's contractors yard, watching the parade of passenger and freight trains over the back fence. I cannot recall the exact date that I first "met" the 3751, as I had not yet begun to keep a written record of my Santa Fe train sightings. I am sure it was on the westbound *Scout,* Train No.1. I vividly remember the occasion because the number "3751" and the huge SANTA FE lettering on that massive tender jumped out at me as I realized I was seeing the first number in the "big 3700s."

The 3751 surely made many more trips through Pasadena that summer, along with all the rest of the big 3700s. I began to see a pattern developing on what types and classes of locomotives were assigned to certain trains. *The Scout* and the *Grand Canyon Limited* almost always had the 3751 class, while *The Chief* had the 3776 class most of the time and the *California Limited* seemed to get the 3765 class. The Santa Fe was getting into my blood.

We moved from San Diego to Pasadena in early 1945, and this is when I started to spend a lot of my spare time around the station. I could always count

on seeing at least six passenger trains and a local freight between 9:45 a.m. and 12:30 p.m. most days. The passenger trains stopped for five to ten minutes to load and unload mail, express and passengers, and this gave me a chance to make friends with many of the engine crews. I really admired these men who sat in the locomotive cabs and had the control of all that machinery and power. While other boys of my age had their war heroes and their sports heroes, I held these railroad men in high esteem in my own kind of hero worship. The names of many of these gentlemen come back to me over the years even though they have passed on — names like "Ptomaine" Harry Atkinson, "Pinky" McNeil, Joe Murray, Charlie McCormick, Frank Gillette, Clem Hennessy and so many more. It was the best of times, listening to these men tell of their experiences while oiling around their locomotives. I am proud to have been included in this exclusive fraternity of Santa Fe railroaders.

Throughout 1945 the 3751 and sister locomotives passed through Pasadena regularly. With the end of the war in August, some big changes took place on the railroad. Not the least of which was that the new 2900 class 4-8-4s built in 1944 and kept in freight service in the East now began to appear on passenger trains. The 2903 was the first one I recall seeing, westbound on *The Scout* one morning. It looked just like the 3776 class, but it had a slightly different sounding exhaust, and the bell was unusual. Engineer Joe Murray told me he thought they sounded different because they did not have the extension stacks the other 4-8-4s had, and the unusual-sounding bell was from being made of different material than pre-war bells, probably due to a shortage of bronze. I do know that it wasn't long until they swapped bells with some freight locomotives going to scrap.

The restrictions against railroad photography were relaxed, and I resumed taking locomotive pictures. I saved up and bought a used Kodak "Vigilant" 620 with f4.5 lens and 1/200th second shutter. It got me some good photos at Pasadena, but I wanted to try other locations. One of the railfans I met suggested I try the back of Los Angeles Union Station at a place called Mission Tower. I thought I'd give it a try.

One Sunday morning I took my camera and a roll of film and boarded the Pasadena Short Line of the Pacific Elec-

tric, bound for downtown Los Angeles. The fare was 20¢! I got off the big red interurban at Vignes and Aliso, walked back under the bridge and up the L.A. River Santa Fe track to Mission Tower. I hung around the base of the tower for about five hours and was just amazed at the activity — not only on the AT&SF but the SP and UP, as well. I had to return to Mission Tower many times in the years that followed.

On Sunday, November 11, 1945, I managed to get my first good photo of the 3751 at Mission Tower. I was situated between SP's "Alhambra" main tracks and the north double track leg of the wye that connects with Santa Fe's main line east through Pasadena. I set up to photograph *The Chief* coming out of the station with the 3785, and just as I snapped the shutter, 3751 nosed around the curve toward the station with First 3, the *California Limited*, running about a half hour late. I somehow managed to quickly wind my film for the next exposure and got the picture. I felt pretty lucky to have gotten the first and the last of the big 3700s on two adjacent negatives! (I later traded off the 3785 shot, but the 46-year-old 3751 negative is as good as ever.)

In late January 1946 we moved into a house in East Pasadena just off Walnut Street and within 100 yards of the Santa Fe main line. I was in a train-watcher's paradise! I began keeping a journal of train sightings that showed the locomotive number(s), train numbers, location, number of cars in train and the date. I sometimes made a note of an unusual occurrence or consist, too. Getting to know Santa Fe people as I had over the past couple of years, I was more cognizant of things that were out of the ordinary and quite often was able to talk to someone on the railroad who could give me an explanation as to what had taken place.

I was going to school and wasn't able to write down sightings during the day except on weekends, holidays and vacations. My entries for the months of February, March and April 1946 show the 3751 as follows: February 4 on First 23, *Grand Canyon*;

February 13 on Second 23, *Grand Canyon*; February 14 on No.2, *The Scout*, with helper 3734; February 27 on First 23, *Grand Canyon*; March 5 on First 23, *Grand Canyon*; March 7 on No.2, *The Scout*, with helper 3736; April 1 on No.2, *The Scout*, with helper 3187; April 8 on Second 4, *California Limited*, with helper 3746; April 16 at Los Angeles Redondo Junction roundhouse; April 21 on Second 23, *Grand Canyon*; April 27 on Second 3, *California Limited*.

There were no sightings of 3751 through Pasadena after April 1946, and sometime later I found out why. Road Foreman of Engines Art Murdock told me that it had been transferred to the Arizona Division for passenger service between Bakersfield and Barstow on the Northern California sections of *The Scout* and *Grand Canyon*, along with sister locomotives 3759 and 3760. I feel sure that the release of the new 2900

STAN KISTLER, shown in a 1958 portrait, got his first photo of the 3751 as it eased around the north wye at Mission Tower (**above**) on First No.3, the *California Limited*, on November 11, 1945, with its telescoping stack extended. On December 28, 1947, the 3751 was tucked in behind FT helpers (**below**) departing Bakersfield on the *Grand Canyon*.

class into the Los Angeles-Kansas City passenger pool allowed some of the 3751s to be assigned to territories previously handled by the 3700 class 4-8-2s and thus better able to handle the railroad's postwar increase in passenger business.

Some major changes in passenger schedules took place on June 2, 1946. The *Grand Canyon*, Trains 23 and 24, moved from the Pasadena line to the Fullerton line for their ingress and egress to Los Angeles, and a new train, the summer-only *El Tovar*, Trains 123 and 124, were routed through Pasadena. These trains ran from Los Angeles direct to Grand Canyon. The 3700 class 4-8-2s were assigned to them as their consist was shorter than the Los Angeles-Chicago trains, but once in a while a 3751 class could be seen on them. Also at this time, re-geared FT diesels in the 158-168 number series began to appear on *The Chief*, painted in Santa Fe's traditional passenger paint scheme of red, yellow, silver and black. By the end of June the big 3776 class 4-8-4s had made their last runs on *The Chief*.

For the balance of 1946, many of the 3751 class continued to move through Pasadena, along with most of the other big 3700s and 2900s, but I never saw the 3751 itself. It did, however, show up in my journal on August 2, on the Northern California section of *The Scout* at Mojave, where I spotted it as my family was driving to June Lake for a vacation.

During 1947 I expanded my railroad interest by becoming a member of the Railway Club of Southern California. This group began making charter train excursions in 1946, and I made my first trip with them in May of 1947. I was apprenticing in a black & white photofinishing lab after school and on weekends, making the princely sum of 40¢ an hour. It took me quite a while to pay back my parents the $13.00 they loaned me to pay the fare. We had a Santa Fe special seven-car train all the way from Los Angeles to Calwa (Fresno) and return, covering several branch lines in the Southeastern San Joaquin Valley and, of course, Cajon Pass and the Tehachapis in both directions. It was a memorable trip for the railroading and for meeting people who shared this common interest. It was the first of many trips I would make with the Club over the next ten or more years.

Just a few days after Christmas 1947, December 28 to be exact, I made a trip to Bakersfield to shoot some steam locomotives, and it was here that I ran into my old friend 3751 again. It was coupled into the eastbound *Grand Canyon*, No.24. Ahead of it was two-unit FT No.147, its helper for the Tehachapi climb. I watched as this pair rolled out of the station with a twelve-car heavyweight train.

The next time I encountered the 3751 was on a Railway Club excursion from Los Angeles to Barstow and back with a tour of the diesel shops and roundhouse. We had the 3780 with an eight-car train and about 500 fans on board. Among the 18 steam locomotives in the Barstow roundhouse that March 7, 1948, was 3751, being serviced after a run from Bakersfield. Again, on June 24, 1948, the 3751 was at Barstow on North No.24, the *Grand Canyon*, standing at the station when the Railway Club "Apache Holiday" special I was on was going east for a week-long trip covering Santa Fe lines and the Apache Railway in Arizona.

My journals show no sightings of the 3751 during 1949. There was still a lot of big Santa Fe steam running in California, and I am sure it was still in the Bakersfield-Barstow pool even though I didn't see it any time I was in either terminal that year.

New Years Day 1950 again found me in Bakersfield on a locomotive photo trip. There in the roundhouse, simmering away, was 3751, and later on February 26, 1950, she was also in Bakersfield.

Sometime in mid-1950 the 3751 and 3759 were re-assigned to the Los Angeles Division, leaving the 3760 as "protection" passenger steam power in Bakersfield. I suspect this change in 3751's assignment coincided with the huge extra passenger train movements that Santa Fe encountered in June on account of a Shrine convention in Los Angeles.

On October 30, 1950, I was once again back at one of my favorite train-watching locations, Mission Tower, and I made a notation that 3751 was on *San Diegan* No.78 subbing for the pair of ElA diesels usually on this train.

On January 1, 1951, I was riding on Santa Fe cafe-observation car 1509 on

A KISTLER CLASSIC is this view of the 3751 on No.23, the westbound *Grand Canyon*, at Frost on December 23, 1951. Another favorite shot is the 3751 with F7 313 working up the north track of Cajon Pass toward Alray (**left**) with No.24, the *Grand Canyon*, on June 22, 1952. The third car from the rear is on the old Route 138 crossing, behind 3751's cab.

the rear of the Second 23, *Grand Canyon*, returning from the Grand Canyon with a Railway Club of Southern California tour group. As we passed Redondo Junction roundhouse entering Los Angeles, there was the 3751 along with 3758, 3759 and 2918 being serviced on the whisker tracks beside the house.

Santa Fe steam was becoming increasingly scarce around Los Angeles in 1951. All of the regular Los Angeles-Chicago passenger trains were dieselized, and what 4-8-4s I saw that year were on extra sections, helpers or just "protection" if diesels failed. The 2929, 3751, 3757, 3758 and 3759 were the regulars most often seen. On March 25, 1951, I saw 3751 at Redondo Junction in the company of 4-8-4s 2916, 3757, 3758; 4-8-2 3747; 2-10-2 3891 and 2-8-2s 3119, 4004 and 4007. New 2650 class GP7s were being delivered, and those three Mikes used in local freight service would soon be out of a job.

The 3751 made one more pass before my camera on August 18, 1951. Friend Don Richardson and I were spending the day on the San Diego "Surf Line" around San Clemente, the interest being the annual operation of the Del Mar racetrack specials. Santa Fe operated these trains for several years during the summer racing season at this popular track north of San Diego. Being this was a Saturday, we knew we could count on two 13-car heavyweight trains handled by 4-8-4s. Southbound (railroad east) they ran as Second and Third 72, on one of the *San Diegan* schedules. The 3759 was on Second 72, and about ten minutes behind her came the 3751 on Third 72, rolling along at 80 m.p.h., as fast as the speed limit allowed!

In an entry dated October 5, 1951, I show the 3751 on a three-car extra going east through Pasadena. I have the notation "Movie Spl." which tells me I must have found out after the fact from one of my Santa Fe friends that this was a train hired by a movie company for some filming somewhere between Pasadena and San Bernardino. I have no idea what the name of the film was.

Taking pictures behind Los Angeles Union Station on October 21, 1951, on a spur of the moment jaunt, I found myself surrounded by more active Santa Fe steam locomotives than I had seen in ages. First, the 2929 left for San Diego with a 14-car special running as Second 74. In less than a half hour 3751 came in with Second 23, the *Grand Canyon*, with eleven cars, followed not long after by the 2910 with Second 123. Within an hour Second 3, the *California Limited*, arrived behind, of all things, the 3433! Even in the postwar heyday of steam, these modernized, 79-inch drivered

3400 class 4-6-2s rarely put in an appearance in Los Angeles, so this was an *event*. For the last couple of years we did have three of the un-rebuilt 3400s, the 3443, 3444 and 3445, alternating on the two Los Angeles-San Bernardino local mail trains until they were bumped by steam generator equipped GP7s in April 1951.

As 1951 was winding down I found myself once again lured to the east side of Cajon Pass for some serious picture making a couple of days before Christmas. The weather was partly cloudy with brief periods of sunshine as I headed out to Victorville that morning. The westbound passenger fleet was running late, and I got the *Super Chief* and *El Capitan* on film, which would not have been possible if they had been on time. I was hoping that at least one of the extra sections of the *Grand Canyon* would have a 4-8-4. I was not to be disappointed! Around noon, First 23 rounds the curve where the westward track crosses above the eastward track near Milepost 39, and what is on the point but none other than 3751, fresh out of Albuquerque shops in clean, shiny black paint with the tarpon grey smokebox gleaming in the soft desert sun in that kind of light that brings out all of the detail in a black steam locomotive! I made my exposure and knew right then that this was going to be one of my most pleasing steam action pictures of all time. I just hope that maybe some rail photographer was there 40 years later to re-record this event when 3751 passed this way on December 30, 1991.

From my 1952 journal I note that 3751 and I met only three times. On February 3 it was at Redondo Junction in the company of only three other steamers: 3757, 3760 and 2929. On March 22 it came into Los Angeles on Third 23, an eight-car mail train. On June 22, as I was photographing what was to be the last summer of the mighty 3800 class 2-10-2s on Cajon Pass, the 3751 posed for my camera one more time in a shot that also stands out in my collection as it doubleheaded with a three-unit F7, again on the *Grand Canyon*. I feel sure 3751 made several trips to San Diego that year. I just wasn't there to see them.

For most of 1953 and thereafter, the Los Angeles Division was fully dieselized. The remaining six 4-8-4s assigned there saw little if any service. The 2929 and 3757 were sent east, leaving 3751, 3758, 3759 and 3760. On February 14 I got word from Redondo Junction General Roundhouse Foreman John Grubbs that he was getting the 3751 ready to doublehead to Barstow on the point of No.24 that afternoon. I hurried over to Hobart Tower and got what was to be my last picture of 3751 in regular passenger service. Her fire was dropped for the last time under Santa Fe ownership in August 1953, and she was put into storage at Los Angeles.

The Railway Club of Southern California "Farewell to Steam" charter train from Los Angeles to Barstow and back was set for February 6, 1955. Coast Lines General Manager Ray Shelton agreed to this one last steam run only if the Club would bear the expense of reinstalling the required Automatic Train Stop equipment for the day. As the 3751 was unfit for service, sister 3759 was called upon to do the honors. The regular tariff, plus Santa Fe's charges for the labor to install and remove the Train Stop equipment, plus the Club's override for mailing and advertising expenses required that ticket price be set at *$7.00*! Even at that price, the Club had trouble selling the 375 fares required to break even up until a week before the trip. Thousands of people lined the tracks and photographed this train on a beautiful, clear Southern California winter day. I was one of 400 or more who rode the train, and it was a sad day for many, like myself, who so thoroughly appreciated the beauty of these great 4-8-4s.

Though it is not generally known, the 3751 was to be "steamed up" one more time before it was donated to the City of San Bernardino in June 1958. On Sunday, November 17, 1957, a movie crew composed of J. Allen Hawkins, Jim Jarboe, myself and sound engineer Don Huth were treated to the hospitality and superb cooperation of the fine Santa Fe people at the Redondo Junction roundhouse to make some "pickup" scenes to complete Hawkins' epic 16mm color film documenting the 1955 trip with 3759. The 3759 was already in Kingman, Arizona, having been donated to that city earlier in 1957, so the 3751 was called upon to substitute for closeups of bell, whistle and air pumps. Numbers "3751" were changed to "3759" on the sandbox and under the headlight, and new stencils were cut for the lighted numbers ahead of the sandbox. As the tender would be out of camera range, "3751" on it was not altered. A passen-

THE LAST ACTION PHOTO Stan got of 3751 was at Hobart Tower doubleheading with F3s to Barstow on No.24 on February 14, 1953. The 3751 dropped her fires in August 1953, and on February 6, 1955, sister 3759 powered the "Farewell to Steam" excursion to Barstow. The 3759 is shown (**opposite center**) climbing Cajon Pass and (**opposite bottom**) at the Barstow depot. The last time 3751 "steamed," however, was on November 17, 1957, (**opposite top**) when it was renumbered "3759" for movie close-ups of the bell, whistle and pumps to complete a film documentary on the 3759's last run. The F7 B-unit provided steam, and 3751 was not fired up.

ger F7 B unit was coupled to 3751's tender, and steam fed the boiler through the steam heat piping. No fire was placed in the 3751's firebox that day, but we got the shots we needed of whistle blowing, bell ringing and air pumps throbbing — and the sounds to go along with them. In a couple of hours we were all finished, the steam coupling was broken and 3751 was allowed to cool down. I remember that morning well, and until December 1991, it was my final encounter with that great lady on Santa Fe rails.

Thank you San Bernardino Railroad Historical Society! Thank you Atchison, Topeka & Santa Fe Railway Company! You've brought things full circle.

The 1991

by Jim Boyd

KODACHROME STEVE BROWN

A lot of people didn't think this trip was going to happen. I know, I was one of them. Back in the May '82 MARKERS column we headlined the 3751 as "Next in the West?" and related the creation of the San Bernardino Railroad Historical Society in June 1981 and reported the agreement with the City of San Bernardino to let restoration begin on the AT&SF 4-8-4 in Viaduct Park. But the Santa Fe Railroad at that time was still infatuated with a "space-age image" and notoriously anti-steam. Even if the SBRHS could get the 3751 steamed, where would they run it?

Work began at the park site, and in April 1986 the 3751 was moved into a California Steel Industries shop building at the old Kaiser Steel complex at Fontana. It looked like these folks were getting serious. The next time the 3751 made news, however, was when it was unavailable for even static display alongside SP *Daylight* 4-8-4 4449 and UP's gray 4-8-4 8444 at the Los Angeles Union Passenger Terminal 50th Anniversary in May 1989.

After the Santa Fe's new president, Mike Haverty, convinced management that heritage was a marketable commodity by bringing back the red warbonnet livery for his "Super Fleet" diesels, the SBRHS got the railroad's blessing to run a "*California Limited*" excursion in May 1991 from L.A. to Sacramento for Railfair '91. But after a trainload of tickets had been sold as non-refundable "donations," the work on the locomotive could not be completed in time, and the Sacramento trip

KODACHROME JIM BOYD

California Limited

was cancelled. There was just too much yet to be done, and the SBRHS didn't want to jeopardize the quality of the final restoration job by cutting corners and rushing it to completion. SBRHS President Scott Brittin summed it up best when he said, "Nine women and one month don't make a baby."

Disappointment was intense, but the tickets would be honored on "a future trip." Work continued on the 3751, and the steam-up finally occurred on June 23, 1991, with a test run on plant trackage on August 13. Main line test runs on the Santa Fe's Pasadena Sub were set for mid-November, and the *California Limited* was rescheduled for December 27-30, 1991, as an L.A.-Bakersfield round trip.

But troubles still plagued the operation. With the media called out and news helicopters already in the air and headed for Fontana, the test run was cancelled on the morning of November 15 when the necessary FELA liability insurance was found to be inadequate.

Now it was going down to the wire. The Santa Fe would still agree to the Bakersfield excursion if a successful test run could be made by December 20. Ticket sales and advertising continued as negotiations on the insurance got tough. The SBRHS was learning the hard way that there is more to running a steam locomotive than a tight boiler and hand-crafted woodwork in the cab.

But on December 19 the shiny 4-8-4 eased out onto the Santa Fe Pasadena Sub, backed east to Rialto and then sprinted 16 miles to Upland before returning the Fontana for the night. On Deadline Day, December 20, it backed to San Bernardino with three passenger cars for a dedication ceremony and then took 70 piggyback flats (40 loads and 30 empties) via Fullerton to Hobart Yard in L.A. After a water stop, the 3751 and passenger cars looped up through Pasadena and headed back to Fontana. The only significant mechanical flaw was a broken leaf spring in one of the tender trucks which was shimmed up "just like they did in steam days" and later replaced with an identical spring off Santa Fe 4-6-4 3450 at the Pomona fairgrounds. The 3751 had passed muster, and the *California Limited* was on!

Mission Accomplished

In the warm sun of mid-morning on Friday, December 27, 1991, the "bright" chime whistle of the 3751 announced its arrival on the Pasadena Subdivision to historic Mission Tower at the approach to Los Angeles Union Passenger Terminal. In spite of the new Amtrak GE Dash 8-40BWHs that had been swarming all over the place, the scene was reminiscent of the 3751's first entry into the brand new terminal back in 1939. The *California Limited* name applied to the excursion marked the 99th anniversary of what had been one of the Santa Fe's premier Chicago-L.A. passenger trains in pre-*Super Chief* days.

The 16-car consist behind the 3751 was the only reminder of the series of snafu's that had led up to this day. Because of the insurance delay and late date of the test run, the stainless steel coaches that had been rented from the Indiana Transportation Museum had gotten hung up between CSX and Norfolk Southern in Frankfort, Indiana, over a three-day Christmas shut-down. As a result, the SBRHS had to scramble all over southern California to scrape up private cars to fill out the consist — all the coach seats were provided in sleeping cars! The only true coach seats on the entire train were in the ex-CB&Q dome car *Silver Garden* in the First Class section. The scrambled consist resulted in considerable confusion during the initial boarding at LAUPT, but by the end of the day the SBRHS car hosts had things well in hand and superbly organized for the rest of the trip.

Coupled directly behind the 3751's boxy tender were spotlessly clean Santa FP45s 95 and 97, which were to act as helpers for the entire run. Since the 16-car train calculated out to 1500 tons, helpers would have been required on the grades over Cajon and Tehachapi, where the 3751-class 4-8-4s were rated at 1050 tons at 20 m.p.h. on a 2% grade. Rather than take time to cut diesel helpers in and out or put them on the point, it was decided to keep the FP45s tucked behind the tender for the entire run and use them as grade helpers, acceleration boosters and water stretchers and for dynamic braking on the downgrades. The FP45s were selected because they still have steam-heat tranlines. As strange as it may seem for such brilliantly colored locomotives, the FP45s almost disappeared into the consist as one watched the train, so compelling was the image of the 4-8-4 in its authentic glossy black.

The 11:00 a.m. scheduled departure from LAUPT had been determined by an Amtrak "window" at the station, and the steam train got under way about an hour late. Concern over the locomotive's water consumption kept them from working the 3751 very hard as the train headed down toward Fullerton and then angled eastward through Santa Ana Canyon and Riverside into San Bernardino. After a servicing and water stop in the yard at San Bernardino, however, the assault on Cajon was made with gusto as they headed up the north track in late afternoon sunlight.

The sun was already behind the hills when the train arrived in Victorville and executed a photo runby through the Upper Narrows. The downhill running and poor light made the event something less than a classic, but it was a pleasant surprise for the riders, as no runbys at all had been guaranteed. Arrival in Barstow was at 6:00 p.m., well after dark.

Day Two, Saturday, December 28, featured a 9:00 a.m. departure from Barstow in hazy sunlight, and shortly out of Valley Junction the train was bound for Mojave at better than a mile a minute. The sky was overcast when they stopped for a photo runby at North Edwards, but former-SP engineer Vince Cipolla put on a spectacular show. Departing the runby site on a slight ascending grade, he called for the FP45s to "boost me up to 40 and then shut down." He made a full-throttle start-up and very quickly "she was walkin' and talkin'!"

The climb out of Mojave up to Tehachapi was a classic as the 4-8-4 thrust a plaster-like plume of steam into the cool mountain air as it fought its way uphill. The descent around Tehachapi Loop was punctuated by a mix of chime whistle and FP45 dynamic brakes. Ted Benson describes the scene at Tunnel 2 on page 50.

Upon arrival at Bakersfield under clearing skies, the passengers were detrained at the Amtrak depot, and the train was taken west over the Kern River to a wye and turned. It was a surprisingly good show in the late afternoon sunlight. The train was spotted at the Amtrak station overnight, and

SANTA FE 3751'S FIRST main line outing after being restored was the December 20, 1991, test run with 70 piggyback flats, shown **(top)** at speed at La Mirada. On the afternoon of December 27 **(left)** it was back on Cajon Pass, striding grandly up through Sullivan's Curve.

the book

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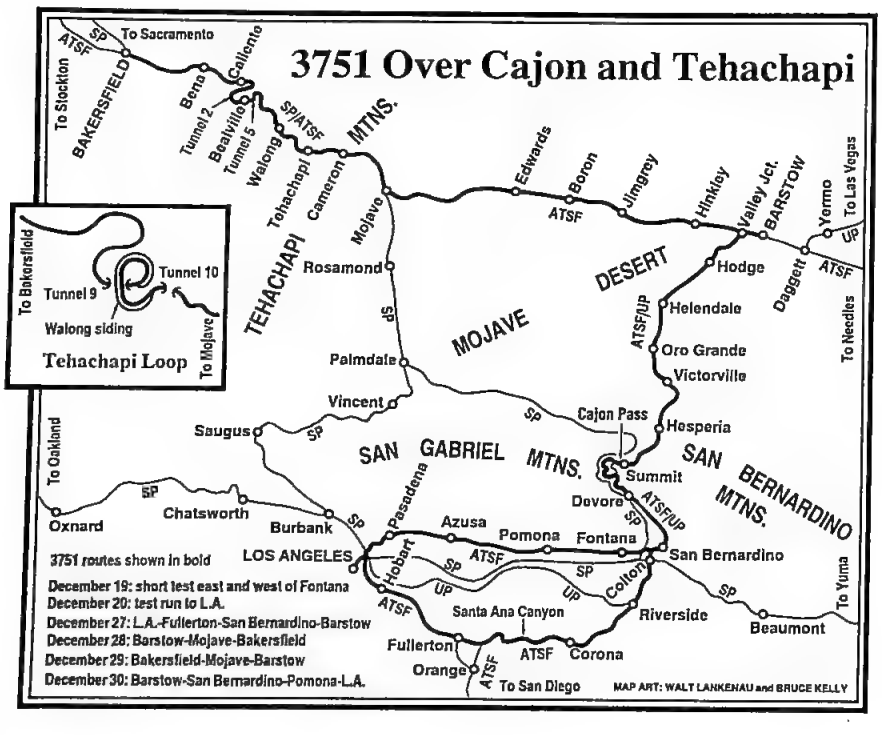
when the locomotive servicing was completed, we conducted a formal night photo session with Number 2 flashbulbs for about 40 photographers.

A winter storm was ravaging L.A. that weekend, and the Sunday morning sky was threatening rain. As the 4-8-4 stomped out of Bakersfield, I spotted a father in his mid-30s with a couple of boys about eight and twelve. The kids were gleefully running back to the car as the train headed for Kern Junction, and I said to their dad that they looked pretty thrilled. He replied enthusiastically just before speeding off, "I haven't had this much fun since I went train racin' with *my* dad!"

The Southern Pacific climbs from about 400 feet at Bakersfield to just under 4000 feet at Tehachapi on an unrelenting 2.1% grade that includes the twisting curves at Caliente and the famous Tehachapi Loop. It would be the tunnels above Caliente that would be the story today, however. In 1952 an earthquake struck the hillside above Caliente and wiped out Tunnel 4 and damaged Tunnel 5. Tunnel 4 was bypassed and Tunnel 5 was repaired while trains detoured around it on a shoo-fly. The repaired Tunnel 5 hosted SP Cab-Forwards and Santa Fe 4-8-4s before diesels took over completely about 1956. Since that time everything from F-units and German hydraulics to tunnel motors and Super Fleets have been layering the inside of the tunnels with diesel exhaust soot. On the occasions when SP *Daylight* 4449 climbed that hill, Doyle McCormack eased off and let the diesels push his orange and red 4-8-4 through the dirty bores (as one might expect of a man who would have to get out himself and clean the soot off that night).



On this day, however, enginemen Vince Cipolla and Phillips Kauke decided to work the 3751 all the way and use the diesels only as much as needed to maintain speed. It was an impressive show through Tunnels 1 and 2 and even after slipping on a flange greaser at Tunnel 3, which provided a spectacular exit from the east portal (page 66). But the 1100-foot-long Tunnel 5 proved to be their undoing, as more flange grease prompted a slip inside the bore, and 35 years of diesel dung was steam-cleaned off the walls and swirled around the 4-8-4's cab and tender and down around the FP45s and lead passenger cars.

The black, oily crud covered everything. The entire engine crews of both the 3751 and diesels looked like they were doing Al Jolson imitations. Only Road Foreman Tom Campbell escaped with his ethnic identity intact. "When I saw that they were going to work into Tunnel 5, I concluded that near an open window in the lead FP45 was no place to be. I excused myself and ducked into the nose of the FP45, closing the door behind me. When the commotion died down, I opened the door to discover that everyone else in the cab had turned black!"

The rain falling at Tehachapi Loop only smeared the black glop down the sides of the no-longer-pristine FP45s. By the 4000-foot summit at Tehachapi, the rain was coming down as snow. The wet weather prompted General Road Foreman Homer Henry to cancel Sunday's runby at North Edwards. "I don't want to be responsible for 300 people tracking all that mud back into those private passenger cars."

Taking advantage of the inclement weather, I boarded the train at Mojave for the return leg into Barstow. It was a bizarre experience to make my way through the corridors of the sleeping cars that made up the "coach section," watching the coach passengers lounging in roomettes, bedrooms and even a few open sections.

When retired UP dining car steward "Chic" Sale walked through the train with his chimes and announced, "Last call for lunch in the diner," I couldn't resist — even when I discovered that the price was a flat $40. That bought you a superbly prepared and elegantly served meal of Chicken Supreme, Prime Rib (my choice) or Salmon Fillet with Dill, complete with Caesar Salad, new potatoes, vegetable medly, desert and beverage. All of this was aboard the beautiful full diner *New River Gorge* (ex-SAL 6108), which was open to all passengers throughout the trip. There was snack bar service elsewhere for those wishing more economical sustinance.

I was in the dome of the *Plaza Santa Fe* when a couple of scanners picked up Santa Fe's Mike Martin calling Barstow on the radio to have them schedule the FP45s for the wash rack upon arrival. When the fellow in Barstow asked why, Mike calmly replied, "You'll see when we get there." The dome erupted in laughter.

That evening in a driving rain, while numerous passes through the wash rack took care of the Santa Fe's diesels, a crew of volunteers from the Western America Railroad Museum and Southern California Chapter NRHS in Barstow were wielding scrub brushes and a portable steam cleaner to help render the 3751 presentable again.

The storm was blowing away on Monday morning as the 3751 departed in sunshine to speed alongside the historic Route 66 out of Barstow toward Victorville and Cajon Pass. An absolutely awesome photo runby was held at Summit

TWO KODACHROMES: JIM BOYD

in perfect sunlight before the descent through Cajon on the north track. After a stop at San Bernardino, it was over the Pasadena Subdivision and into L.A. for an on-time wrap-up at LAUPT for the 1991 *California Limited*. Pausing in the station, the entire SBRHS crew lined up on the running board and beside the 3751 for a formal portrait by Stan Kistler.

But the day wasn't over. There was still the return ferry move to Fontana that included an impressive climb upgrade through Pasadena and back out the middle of the 210 Freeway. Shortly after dark they made a brief inspection stop at Pomona, and retired Santa Fe engineer (and veteran railfan photographer) Phillips Kauke took the 3751 out for its last full-throttle romp before being bedded down at Fontana for the winter. As viewed from a crossing about a half mile east of the depot, it was a spectacular way to conclude the long weekend of Santa Fe steam action.

What now?

Following the return of the *California Limited*, the 3751 was placed beneath a blue tarp in outdoor storage at Fontana to avoid having to negotiate the tight curves required to reach the shop where it had been overhauled. As the new year rang in, Scott Brittin was working on the telephone to arrange a home for the 3751 outside the steel mill.

The Santa Fe officials went away happy, as the 3751 had put in a textbook perfect mechanical performance. Now the reports would have to be made to the Powers That Be back in Chicago for a decision on future outings on Santa Fe rails. The railroad had fulfilled Mike Haverty's commitment to the SBRHS, but with his departure from the company back on June 5, 1991, the society is now dealing with the railroad "with a clean slate."

Options are available and rumors

ARRIVING AT BAKERSFIELD on December 28, the 3751 was taken west to turn on a wye and then returned (**top**) to the Amtrak station where that evening it posed for a night photo session.

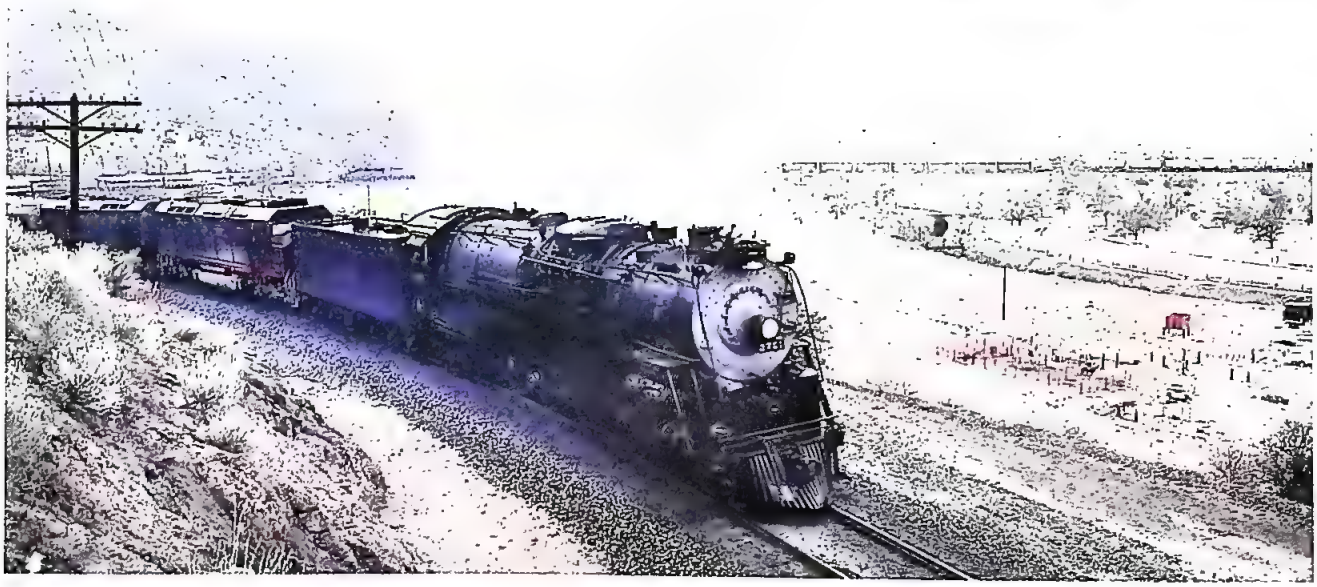
KODACHROME JIM BOYD

THE REAL EXCITEMENT on the 1991 Bakersfield trip occurred on Sunday when the 3751 was worked upgrade out of Caliente and lost its footing on the flange greasers. It pushed a cloud of accumulated diesel soot ahead of it out of the relatively short Tunnel 3 (**above** and **right**), but the 1100-foot-long Tunnel 5 overwhelmed the train (**below**) in a cloud of diesel grunge that was steam-blasted off the tunnel roof. Engineer Vince Cipolla (**left**, at left) and fireman Phillips Kauke (at right) show the result. Road Foreman Tom Campbell (center) saw it coming and ducked into the nose of the lead FP45.

TOP, ABOVE and BELOW, KODACHROMES STEVE BROWN

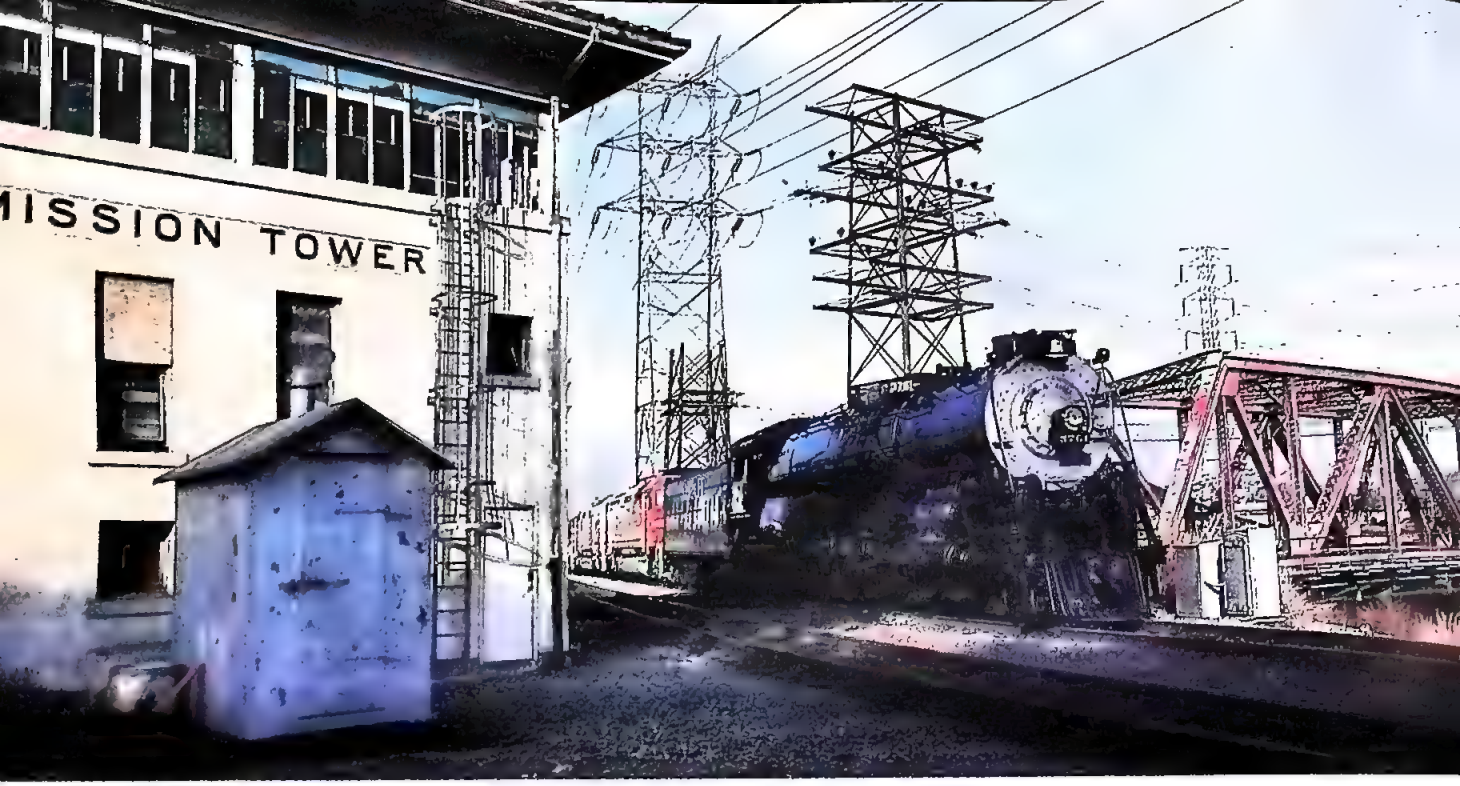
California Limited

TWO KODACHROMES J M BOYD



A CLASSIC IMAGE was recreated as the 3751 worked its way up Tehachapi Loop (**above**) in a cold and steady rain on December 29. The FP45s and tender show the results of Tunnel 5 a few miles back.

A night of scrubbing had the engines looking fresh for the descent through Sullivan's Curve (**below**) on the north track on Monday. That's the lower end of Southern Pacific's Canyon Siding at left.



TWO KODACHROMES JIM BOYD

abound. The Grand Canyon Railway would like to try out the 4-8-4, and the new Arizona & California seems to have put out the welcome mat. There is talk of the 1992 NRHS national convention in San Jose in July, but the "closing" time for that event is March 1, when the trip prices have to be set and the schedules finalized. Even if the Santa Fe said "yes" today, the time is probably too short to permit proper planning and marketing of a trip to the San Jose convention.

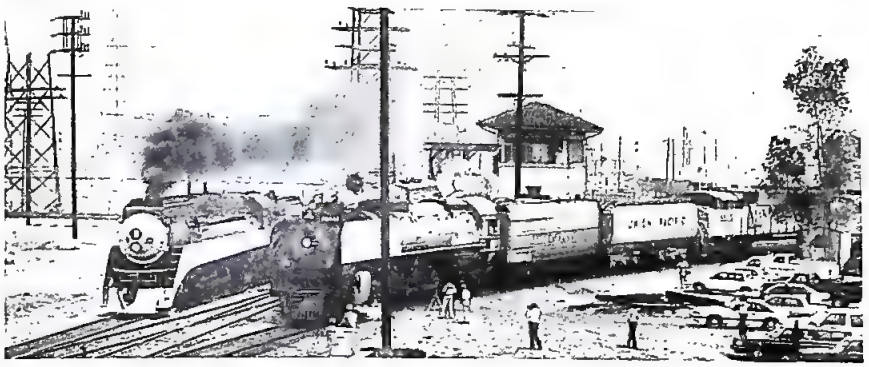
The 1991 *California Limited* was anything but a financial success, and the society faces some lean times ahead. But on the bright side, there is now a very serviceable big steam locomotive living close to the Hollywood movie studios within the zone where film crews do not have to be paid travel rates. A couple of movie or TV commercial jobs could turn things around very quickly.

And the San Bernardino Railroad Historical Society silenced a lot of the critics when they put in four days on some of the roughest railroad in the West and came home intact and on time. The future may be unclear, but Santa Fe main line steam is no longer just a memory.

THE 1991 *CALIFORNIA LIMITED* was almost history as it approached Mission Tower off the Pasadena Subdivision and crossed the SP diamonds (**above**) before backing into LAUPT. On the ferry move back to Fontana that evening, the 3751 worked its way past the roses (**below**) in front of the Pasadena station — two days before the Rose Bowl Parade.

BY JIM BOYD

MIKE DEL VECCHIO



MISSION TOWER, at the gateway junction to Los Angeles Union Passenger Terminal, watched the arrival of SP 4449 and UP 8444 on May 5, 1989, and the departure on December 27, 1991, of Santa Fe 3751. The 80-inch-drivered 4-8-4s had all passed by this enduring railroad landmark in regular service.

JIM BOYD

The entire issue?

This is the first time we have devoted an entire issue to one topic, and we don't plan to make a habit of it. As a matter of fact, we didn't plan to do it — it just sort of happened. For the last year or so, Air Force Major John Sistrunk had been covering the restoration of the 3751 at Fontana for us, but in November he got involved in a change of assignment (with the collapse of the Soviet Union, nuclear warfare was rapidly becoming a dead-end career path) and would have to miss the December Bakersfield excursion. We were suddenly without a 3751 story.

A phone call to Lloyd Stagner resolved the "history" aspect very nicely when he quickly agreed to write up the story of the 3751 class for us, and I made an airline reservation for L.A. in December. Normally, that would have been the extent of it.

Aboard the *Plaza Santa Fe* somewhere east of Mojave on December 29, however, I encountered Stan Kistler, who asked if I

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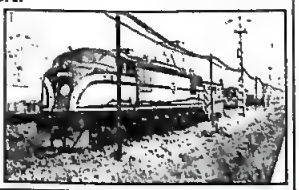

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SEPTEMBER 12, 1992: The first public passenger excursion via the Elgin, Joliet & Eastern Railway Company, covering 112 miles during an all-day trip, is planned for Saturday, September 12, 1992. There's limited seating aboard this rare-mileage special, first opportunity to traverse the "J", Chicago's "Outer Belt", since passenger service ended in 1907. Rattle over the diamonds of the Soo, Wisconsin Central, C&NW, CCP, NS, IC, Conrail, GTW and more. Photo run-bys at interesting locations; trip will cover trackage between Gary, Indiana and Waukegan, Illinois, with a mid-day lunch stop. Air-conditioned coaches or optional 1st Class Service available at extra charge. Michael Blaszak, author of a two-part history of the "J" (Trains Aug-Sept '89), will be your on-board host and each nder will receive an illustrated route booklet he has prepared for your edification. For complete information, send a postcard to: Rail Challenge Ltd., 4th Floor, 225 W. Washington St., Chicago, IL 60606-3418. You will recieve a prompt reply. 492

SATURDAY APRIL 4, LONDON, Ontario, FCRS 18th Annual Slide Trade and Sale day, 1-5 P.M., All Saints' Church, Hamilton at Inkerman. Admission $2.00. Dealers welcome, for rates contact: Platt, RR#3, Ingersoll, Ontario. N5C 3J6. 492

MIXED TRAIN WILL run Saturday, March 14 on BR&WRR, Ringoes, NJ. See details in this month's RAILFAN & RAILROAD Timetable. 492

BOOKS & PUBLICATIONS

"TURBINES WESTWARD", Union Pacific turbine story. 184 pages, 325 photos, $32.00 softcover, $42.00 hardcover postpaid U.S.A. Lee Publications, Box 412, Clay Center, KS 67432-0412. 892

FLIMSIES MAGAZINE prints the news of Western railroads fast & often, twice a month. Find out what's going on before it happens, instead of seeing somebody else's photos afterward. Sample $1.00, subscription $30.00 for 24 issues. Flimsies, PO Box 6776-R, Orange CA 92613. 592

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HAND BOOK for student fireman on oil burning steam locomotives. Five dollars post paid. Bill McGee, 1028 O'Callaghan Drive, Sparks, NV 89434. 492

BACK ISSUES Railroad, Railroad Model Craftsman, Trains, others. SSAE for list. Alker, 1054 Mayflower Court, Martinsville, NJ 08836. 492

FREE BROCHURE listing retired SP engineer Dick Murdock's popular railroad books now on sale. Box 1346, Ross, CA 94957. 193

CABOOSES, LOCOMOTIVES, PASSENGER cars, RDC's and more! The real stuff! It's all for sale through the railroad industries foremost nationwide classified publication called "The Railway Marketplace". Receive 12 months of timely information for only $30.00. 1507 Woodland Ave., Folcroft, PA 19032-1120, Phone/fax 215-583-8679. 592

CALIFORNIA RAILFAN FIELD GUIDES. Cajon, Donner, Keddie, Tehachapi, more. Southern, $15.00; Northern, $10.00; $1.50/order postage. CA plus $7.5% tax. Satisfaction guaranteed. SSAE for details. Jason Paul Kazarian, Box 476, Ridgecrest, CA 93556-0476. 692

LONDON UNDERGROUND: SURFACE STOCK PLANBOOK 11x8, 48pp. drawings, specs, photos of London's "subsurface" cars, locos. $18.50. London Underground: Tube Stock 11x8 80 pp. Covers small-profile ("tube") cars, $18.50. Both $35.00. The Map Factory, Box 12629, Seattle, WA 98111-4629. 492

NEW MISSOURI PACIFIC BOOK. "Missouri Pacific Steam Finale in Kansas", by noted steam authority Lloyd Stagner. Text and illustratins of last MoPac steam in Sunflower State from 1940-1952. 52 pages. $16.50 postpaid. South Platte, Box 163, David City, NE 68632. 592

DALLAS FORT WORTH Railfan Guide: 50 plus pages of maps, schematics, symbols by one who's railfanned the area. $14.00 ppd. David Moore, 1829 Skyline, Sherman, TX 75090. 792

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RAILFAN TIMETABLES: Like employee timetables, packed with railfan information on all Class One roads. Shows all mainlines and branches with maps, frequencies, freight symbols, talking detectors, signals and more. Includes passenger supplement. California $13.50, Pacific Northwest $13.00, both $23.50! Attamont Press, PO Box 754-R, Modesto, CA 95353-0754. 492

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WANTED

WANTED: Anything pertaining to the F.W.& D. RR at Sterley, Texas. Dan Smith, HCR 5, Box 94, Lockney, TX 79241. 492

WANTED: BONDS, stocks, timetables, annual passes! Ken Prag, Box 531RFW, Burlingame, CA 94011. 415-566-6400. 692

NYC HUDSON Division elt, photos, track layouts, any other pertinent documents and information for developing history. Jack Shufelt, 240 Golden Shore Dr., Fenton, MI 48423-1058. 592

NYC HUDSON DIVISION elt, photos, track layouts, any other pertinent documents and information for developing history. Jack Shufelt, 2401 Golden Shore Dr., Fenton, MI 48430-1058. 792

WANTED: The books "Steam Locomotives of the Frisco Line", "Frisco Diesel Power" and "Frisco Power". Charles Gartner, 824 Northeast Hwy 24, Topeka, KS 66608.

would be interested in some first-hand encounters with the 3751 back in its regular-service days — illustrated with black & white action photos, of course. And, oh yes, how about some color on that last Cajon fantrip with the 3759?

What was that line about "an offer you can't refuse?"

I got another one after returning to the office in January when Ted Benson called up and asked if I could use some black & white on the 3751 trip. He had this idea about a couple of hours he spent at Tunnel 2 above Caliente, and...well, that pretty well filled up the issue.

While it's always a risky business to devote an entire issue of a magazine to one topic, we felt that the variety of coverage would make this one worthwhile. Besides, *Trains* is still doing pretty well after decades of "all steam" and other "theme" issues. We'll be back to our regular diesel-oriented fare next month.

L.A.'s three "Big 80s"

With the restoration and subsequent operation of the 3751, the Santa Fe becomes the last of today's "Big Seven" railroads to be represented in recent years by main line steam. Norfolk Southern has its program with the N&W 4-8-4 611 and 2-6-6-4 1218 and an array of smaller Southern engines from time to time, as well as a couple of "independent" Nickel Plate engines like Berkshire 765 and Mikado 587. CSX has had C&O 4-8-4 614 and Pere Marquette 2-8-4 1225 and has also been a gracious host for NKP 765. Even Conrail has been represented by Reading 4-8-4 2102 and PRR K4 1361, and Burlington Northern has reluctantly acknowledged SP&S 4-8-4 700 and Frisco 4-8-2 1522. The Southern Pacific is well represented by flagship *Daylight* 4-8-4 4449, along with Cotton Belt 4-8-4 819 and SP 4-6-2 2472. And, of course, there's the Union Pacific, with the world's largest operating steam locomotive, Challenger 3985, and the never-retired 4-8-4 844.

The restoration of the 3751 also completes another significant "set": Los Angeles' "Big Three" 80-inch-drivered Western 4-8-4s. In 1991 we had seen in operation Southern Pacific's 1941-built Lima GS4 4449; the Union Pacific's last new steam locomotive, 1944 Alco 844, and the Santa Fe and Baldwin's first 4-8-4, the 3751 of 1927. Only the Atlantic Coast Line and Great Northern also rostered 80-inch-drivered 4-8-4s, and of those only GN 2585 in Havre, Montana, survives.

Although the original intention had been to gather the three Western "Big 80s" at Railfair back in May '91, Sacramento had never really been "home" to the Santa Fe or UP engines. The one place where all three could have come together in regular service was none other than Los Angeles Union Passenger Terminal. The SP and UP engines were there in May 1989 for the terminal's 50th Anniversary, and the 3751 finally fulfilled its destiny when it clumped across the SP and UP diamonds at Mission Tower on December 27, 1991, and backed into LAUPT for the *California Limited* trip.

I wonder when we will finally see the 4449, 844 and 3751 side-by-side under steam. It's something to look forward to.

The untold stories

Even with this entire issue devoted to the 3751, there are still many stories about that locomotive yet to be told. There are lots and lots of anecdotes about the San Bernardino Railroad Historical Society crew and the trials and triumphs of restoring the locomotive that we haven't even hinted at, and there are many intriguing mechanical footnotes, as well.

For instance, that extra "bulge" on top of the 3751's cylinders that gives the locomotive such a "big shouldered" look is a set of Wilson bypass valves. Unique to the Santa Fe, these drifting valves would capture the steam trapped in the cylinders when the throttle was closed and circulate it from one side of the piston to the other to maintain lubrication without working a "drifting throttle."

And when the 3751 was overhauled at Fontana, the SBRHS installed some modifications that the Santa Fe had scheduled for the locomotive but never completed. One of these was to replace the "box" front end netting in the smokebox (left over from its coal-burner days) with a much improved and simplified design worked up by mechanical engineer Vern Smith (author of "*One Man's Locomotives*," Trans-Anglo Books, 1987). They also got rid of the 3751's notorious "wet" whistle by discovering a dry pipe drain hole that had been specified on the blueprints but never drilled.

Even after devoting an entire issue to the subject, there's still a lot about the 3751 that remains to be explored. But, relax, we're not going to do it right now.

New subs ad art

Back in the mid-1980s, college art student Scott Lengle was working summers in our advertising department and did the artwork that is used in our column headings throughout the magazine. In 1986 he surprised us with an impressive ink rendering of C&O 4-8-4 614, which made its debut in the R&R subscription ad in the November '86 issue. Scotty is now married and working for a graphics agency in Columbus, Ohio, and we never felt the need to replace his subs ad artwork.

Until now, that is. When the San Bernardino Railroad Historical Society wanted an R&R subscription ad for their *California Limited* trip booklet, our ad department sent them a properly sized version of the 614 ad. Imagine my surprise when I opened up the booklet on the train to see that the 614 had miraculously turned into Santa Fe 3751! The culprit was Bill Plunkett, vice president of SBRHS and an executive with the John Creel Advertising agency in Newport Beach, California. Bill rendered the 3751 in the same style that Scott had used on the 614, and our new subs ad (page 72) was born. It should be around for quite a while as a lasting tribute to the SBRHS and 3751. Thanks, Bill.

Brad Faegre paintings

On December 30, 1991, I was feeling very macho in my rented Avis Oldsmobile 4x4 Bravada as I slopped my way along the muddy stretches of the access road along the SP track in Cajon Pass. I knew exactly where I wanted to be to catch the 3751 descending through Sullivan's Curve (page 67, bottom), and I parked at the lower end of SP's Canyon Siding. There was one railfan already waiting at "my" spot, and we quickly struck up a conversation.

The young fellow was Brad Faegre, a professional artist from Yucaipa, California, who specializes in pastels of landscapes and,

next in month RAILFAN & RAILROAD

• THE BURLINGTON NORTHERN SOUTH OF SUPERIOR: The old Great Northern line from the Twin Cities to the Twin Ports is a hot BN main line today that sees an amazing variety of motive power and traffic with trains of the BN, C&NW and Soo Line. Steve Glischinski samples the action for us.

MAY 1992 ISSUE ON SALE APRIL 1

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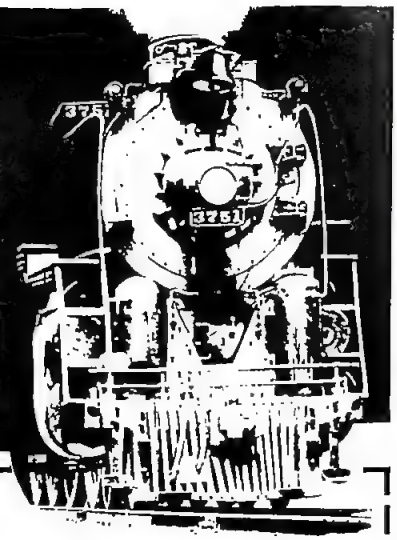

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ARTIST BRAD FAEGRE did this pastel rendering of UP 8444 and SP 4449 "Racing Up Cajon" and another of "Roaring Santa Fe 3751" (**right**), both of which are now available as full color lithographs.

of all things, golf courses. He had become fascinated with steam locomotives after seeing SP 4449 and UP 8444 race up Cajon back in May of 1989 and executed a painting of them showing our very spot at Canyon Siding — although as an artist he was able to bring the 8444 right up beside the 4449 instead of trailing nearly a quarter mile behind at that point as the event had occurred in reality.

He was out on Cajon this day to watch the 3751, which he had already rendered in pastels in a 40"×60" painting. Using a small slide-viewer, I was looking at a Kodachrome of the painting as we were listening on a scaner to the 3751 making its runby at Summit. I didn't notice until I could study the painting later that the professional artist but novice railfan had used for reference a view he had taken of the 3751 on its August 13 test run inside the Fontana steel mill. The painting clearly shows the missing mid-section jacketing and air pump shields of that day.

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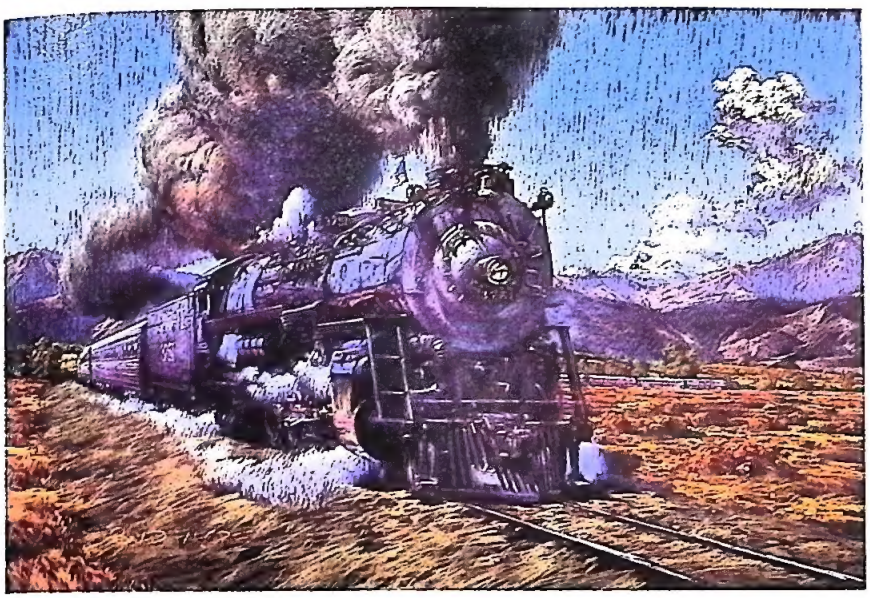

The painting, shown here, is a beautiful piece of "art," however, and it is available as a limited edition 24"×36" five-color lithograph on 100 lb. archival paper. The price is $75 plus $4 shipping in the U.S.A. (Cal. res. add $5.81 tax). The "Racing Up Cajon" is also available as a 22"×35" poster, signed by the artist, for $25 (plus $4 shipping in U.S.A.). He will also have a poster of a Grand Canyon Railway 2-8-0 ready later this year.

It's sometimes amazing who you meet while out chasing trains.

Railnews

KODACHROME KEN CHURCH

COLORFUL KANSAS CITY has become even more of a motive power melting pot over the winter because a combination of increased traffic and unit failures has forced Southern Pacific, Soo Line, Santa Fe, Burlington Northern and Gateway Western to all lease power, shown here and on paghe 74 in five photos taken during December 7-8, 1991. Jumps in traffic prompted Soo Line to lease a group of Pac Rail leasing SD40s like the 631 (**above**). The PRLC units are of Kansas City Southern heritage and still wear their KCS numbers. They were on old home turf at times while in Kansas City since Soo's yard there is shared with KCS. Soo Line also leased some former-Soo and former-Milwaukee Road SD40-2s from Helm Leasing. Two other ex-Milwaukee SD40-2s from Helm (6367 and 6388) were leased to Gateway Western for use on a short-lived unit coal train that was run between Kansas City and East St. Louis. The 6367 was seen with Gateway Western GP40s and GP38s (**Page 74, top**) awaiting arrival of the coal train. A quartet of SD40-2s from the Oxford Group, which is a leasing arm of Wisconsin Central, were soon brought in to replace the

Photo: Bill Pr

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Helm units. On Southern Pacific, FRA inspectors were sidelining a large number of units just as the railroad was seeing a boost in grain traffic. At times, no two units were alike in SP diesel lash-ups with a variety of units being leased from Helm, EMD, GE, GATX, M-K, the Oxford Group, NRE, Conrail, GTW, IC, C&IM and VMV Enterprises. The concentration of many of these lease units in Kansas City at SP/Cotton Belt engine and train terminals has produced such wild combinations as Rio Grande GP40-2 3100 and "merger scheme" SP GP35 6566 alongside VMV SD45 8941 (**below**); C&IM SD38-2 73, EMD GP38-2 768 and new "speed lettered" SP GP60 9733 (**below, middle**) and Rio Grande GP40-2 3127, EMD SD40 6312, BN SD40-2 7106 and Conrail GP40 3197 with an older SP GP60 (**bottom**). Other railroads in Kansas City which have been more colorful in recent months include BN, which has leased or utilized run-through use of units from Montana Rail Link, Santa Fe, Grand Trunk Western, KCS, Southern Pacific, Conrail, Norfolk Southern, M-K and other sources. Santa Fe, meanwhile, has leased SD45s, SD40-2s and SD60s from EMD and B36-7s and C30-7s from GE. Factor in Amtrak's new Dash 8-32BWHs, which pass by on the *Southwest Chief*, and it's tough to beat Kansas City's rainbow power parade.

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PENTREX Update

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New From Pentrex

Santa Fe 3751 - Return To Steam

Spectacularly restored and pulling a beautiful passenger train, the Santa Fe 4-8-4 3751 drew huge crowds as it traveled over Santa Fe rails once again. The four-day trip from Los Angeles to Barstow to Bakersfield and back to Los Angeles was fantastic. The 3751, in all its glory, provided our multiple camera crews with great action shots. Included is coverage of both days on each of the greatest railroading landmarks in California: Cajon Pass and the Tehachapi Loop.

60 Minutes PEN-3751 $29.95

Chattanooga Steam Reunion

The main attraction, Southern 4501, put on a grand show as it pulled a special excursion to Hollywood, Alabama, for Norfolk Southern's 25th Anniversary of its steam excursion service. The bright green Mikado was again honored by leading a triple-headed steam train out of Chattanooga. The proud engine was in its glory as it lead the 611, the 1218, and 28 passenger cars out of town. 40 minutes of great steam action plus a bonus 35 minutes of the banquet featuring rail giants W. Graham and Robert Claytor.

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LTV Mining Railroad

This great tape takes the viewer deep into the inner plant and strip mines of LTV Mining Company's Minnesota operations. You'll see the last intact group of EMD-delivered F-units in operation and also their fleet of Baldwin switchers. Pentrex takes you on a complete tour, including cab rides, in this special tape.

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Travel back to the 1950's to visit both the West Side and Pickering Lumber Companies. Follow the logs as they are cut and transported back to the mills to be cut into boards. View the various Heisler and Shay locomotives in action and learn about each.

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Classic Alco diesels painted in the Western Maryland "fireball" paint scheme and cab rides make for an exciting new tape from Pentrex.

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New From Other Producers

The Making of the Scale Hudson – From LIONEL

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New Books From Interurban Press

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The Canadian – from 1955 to 1989, this world-renowned streamlined train traversed Canada across nearly 3,000 miles of lakes, prairie and mountains, from Montreal, Quebec to Vancouver, British Columbia, throughout the dazzling imagery of all four seasons, day and night. Come along as we pay tribute to North America's last great train in this stunning, 112-page ALL-COLOR hardbound pictorial album by Adolf Hungry Wolf.

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SANTA FE 3751

Return To Steam

Pentrex has captured the excitement of big steam power in action as the 3751 returned to the Santa Fe mainline. Pentrex was there in 1986 as the 3751 was moved from its resting place in a park in San Bernardino and moved to Fontana. Years and countless man-hours later, Pentrex was there to cover the successful break-in runs and show what the dedication of many talented individuals can achieve. Pentrex crews also covered the entire four-day maiden voyage of the engine in excursion service.

The engine powered a recreation of the *California Limited* passenger train, celebrating the 99th anniversary of the train's debut. Running from Los Angeles to Bakersfield, California, and returning via Cajon and Tehachapi Passes, the engine performed flawlessly as it tackled the stiff grades over the mountains. Two FP-45 diesel locomotives painted in the dazzling warbonnet paint scheme were coupled behind the steam engine as helpers. This is sure to become the best-selling tape of 1992!

PEN-3751 60 Min. $29.95

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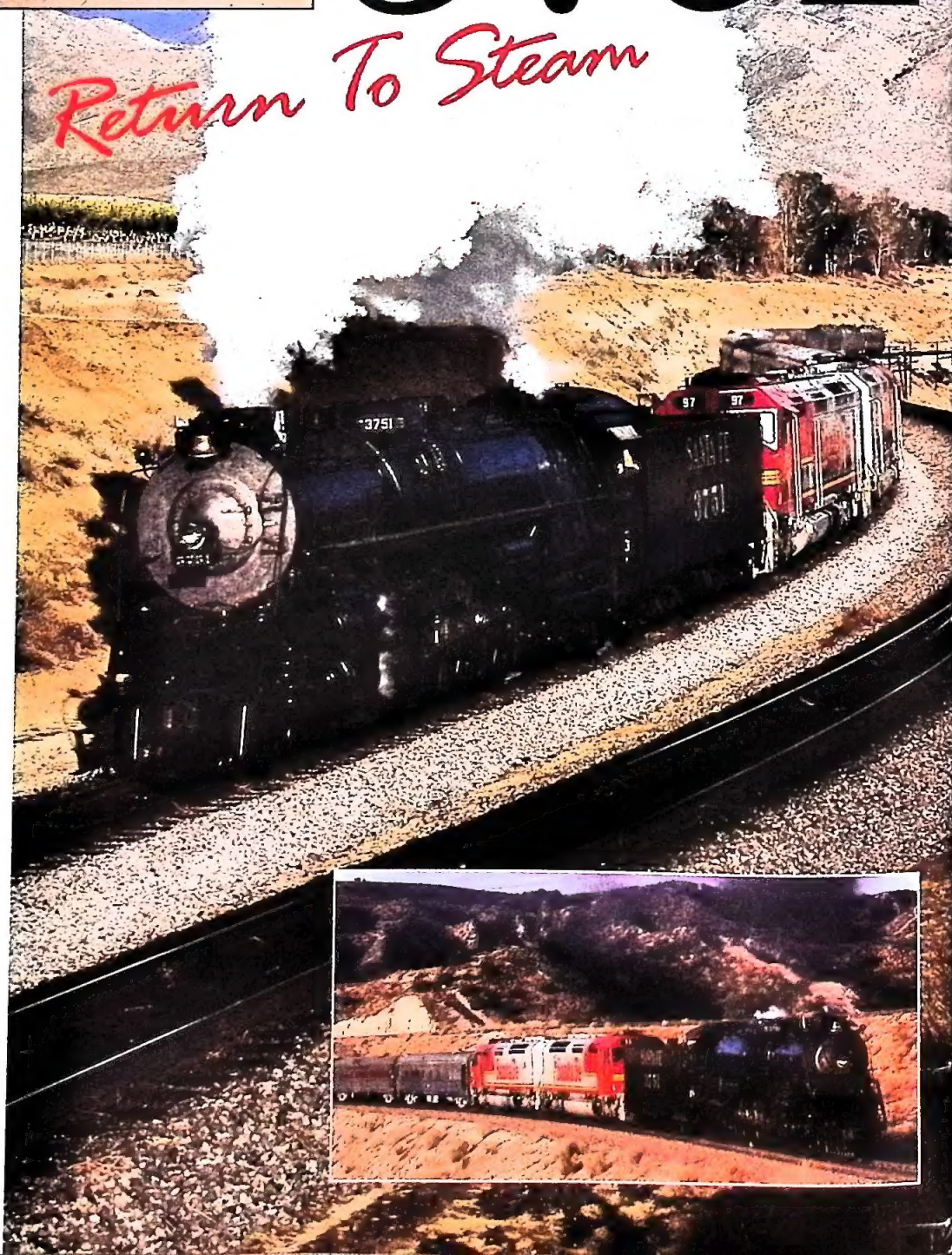
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